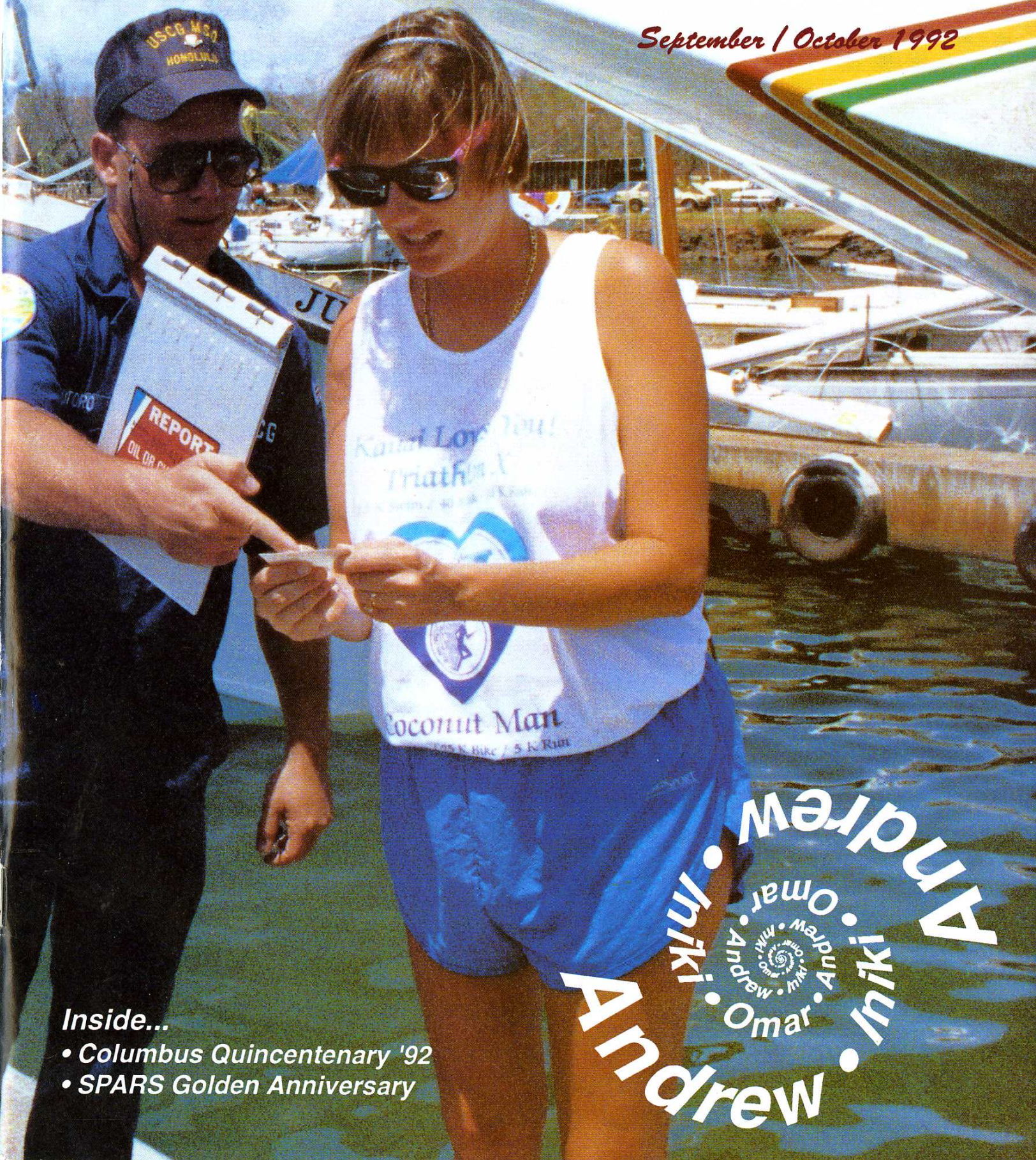


# *The Coast Guard* **Reservist**

*September / October 1992*



*Inside...*

- Columbus Quincentenary '92
- SPARS Golden Anniversary

Andrew  
• Iniki •  
Omar •  
• Andrew •  
• Omar •  
• Iniki •  
Andrew



# CHECK OUT THIS ISSUE



- ✓ **A View from the Bridge**.....3
  - G-R discusses the CGR FY93 budget.
- ✓ **Andrew, Iniki and Omar**.....5
  - Reservists help out in South Florida, Louisiana, Kauai and Guam.
- ✓ **Columbus '92 Quincentenary** .....10
  - Reservists pitch in to ensure great celebrations at San Juan, N.Y., Boston.
- ✓ **SPARS Golden Anniversary**.....15
  - A brief SPARS history as they hit 50!
- ✓ **Tip o' the Hat**.....19
- ✓ **Coast to Coast Reserve**.....21
  - HQ: Reservists help develop child care center; Procession for Paderewski.
  - D1: RU Shinnecock rescues two; Maine legislature recognizes Boothbay.
  - D2: CG/CGR rescues flood victims.
  - D5: Reservists assist with Osprey recovery.
  - D7: New Georgetown unit commissioned.
  - D8: Slapshot '92 reflects new Res ops era.
  - D9: Faith, fate & CG save capsized campers; Plum Island Coasties rescue two; CG monitors Duluth evacuation; Flame River tests skill.
  - D11: Reservists have friend in D11 CEA.
  - D13: Seafair a "Victory" for Team CG.
  - D14: Iniki hits Kauai while Omar pounds Guam, see cover story on Page 9.
  - D17: Juneau reservists play key role in drill.
- ✓ **First Call...To Quarters** .....27
  - ADT pay in JUMPS update; Attention CWO candidates; Andrew t-shirts.
- ✓ **Along the TQM Trail** .....28
  - RK QAT's final report: Putting the pieces in place for an improved RK Program.
- ✓ **Marine Safety Program**.....29
  - Exploring methods to improve reserve support of marine safety missions.
- ✓ **CG Reserve SWE 1991 profile** .....30
- ✓ **TEMAC Listings (none available)** ....30
- ✓ **On Deck** .....31
  - CG Reserve Command Enlisted Advisor's Course of Instruction survey results.

## Correction

There was an omission in the Marine Safety Training article on Pages 20-21 of the July/August 1992 *Reservist*. The MSO Commanding Officer's Course section on Page 21 should have read "no change." Sorry for any inconveniences this may have caused.

## Our cover

MK2 Dominick Santoro, a pollution investigator with MSO Honolulu, talks with a Kauai boater about possible fuel leakage from her boat which was damaged by Hurricane Iniki. Hurricane coverage of Andrew, Iniki and Typhoon Omar begins on Page 5. Photo by Steve M. Aitkins, D14 Public Affairs.

## Your Turn



### July/August cover

It's been a long time since I last hoisted a halyard, so I was pleased to be able to decipher the message on your July/August cover. But tell me — are repeater pennants no longer used? — CAPT Harry Kelsey, USCGR(Ret.) Albany, Ore.

### Lubberly looking flag hoist

You should never let a "snipe" do the work of a "quartergasket." I refer to the lubberly looking flag hoist on the cover of the July/August *Reservist*. The signal is too long for a single halyard and would more properly have been made as two displays...using appropriate substitutes of course.

Under Allied procedure (in use by Navy and Coast Guard), the 1st, 2nd, 3rd and 4th substitute pennants repeat the 1st, 2nd, 3rd or 4th flags or pennants counting down from the top of the hoist.

Just hope our Navy counterparts don't see this! It could be worse, I suppose; the flags could have been displayed horizontally on the triatic stay.... Otherwise, the magazine is looking good — hope you can expand it.

— QMC Ted Cote, USCGR(Ret.)  
St. Albans, Vt.

### Essay winner sounds off!

*Editor's note: We recently received this letter from the first place winner of the recent CG Reservist essay contest. PS1 Leavenworth's winning work appeared in the March/April 1992 issue.*

I thought the idea of an essay was great, even before I found out I had won the contest. I served in both the Air Force (active duty, WW II) and in the Army Reserve (Combat Engineer Battalion). Also, I am a Civil Engineer by trade, so I have some ideas about problems with the CG Reserve as well as ideas about the future.

As long as the CG Reserve has to do its own paperwork on a part-time basis, it will be a mess. The solution, in my humble opinion, is to have the regular unit administer the Reserve, make them accountable to the CO of the regular unit, and truly integrate them into the regular unit.

From integration into a regular unit to flexi-hours for both the regulars and the reservists is just one more step. So you see, I really believe that the events depicted in my essay could become reality and be a big improvement for the CG as a whole. 'Nuff said.

Thanks again for the opportunity to write and the award.

— PS1 Stephen Leavenworth  
USCGR(Ret.)  
Concord, N.H.

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ADM J. William Kime  
Commandant, U.S. Coast Guard

RADM John W. Lockwood  
Chief, Office of Readiness & Reserve

PA2 Edward J. Kruska  
Editor, The *Reservist*

PA1 Steven E. Blando  
Staff Writer / Special Projects

PA3 Pamela A. Sanders  
Staff Writer

EM2/PA J.D. Wilson  
Graphics

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Inquiries and submissions should be addressed to:

Commandant (G-RS-1)

USCG Headquarters

2100 Second St. SW

Washington, D.C. 20593-0001

Attn: Editor, The *CG Reservist*

Phone: (202) 267-1991 FAX: (202) 267-4553

E-Mail: Reservist/G-R CBEE: (202) 267-4644

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# A View from the Bridge

By **RADM John W. Lockwood**

**Chief, Office of Readiness & Reserve**

*"...Admiral, say but one good word...  
Sail on! sail on! sail on! and on!"*

*— From Columbus by Joaquin Miller*

Shortly after Hurricane Andrew devastated parts of South Florida and coastal Louisiana, your fellow Coast Guard Reserve men and women, along with their active counterparts went to work cleaning up. In Florida, more than 100 reservists were involuntarily recalled to active duty. This call-up marked the first ever use of the unique authority vested in the Secretary of Transportation under Title 14 U.S. Code, Section 712. It is unique because it enables the Secretary to involuntarily recall reservists for civil emergencies without presidential approval.

Reservists have provided a complete spectrum of services in the super 7th including personnel for Coast Guard Law Enforcement Detachments, backfilling on the port operations staff at MSO Miami, filling in as acting deputy group commander, boat docks supervisor, base engineer and public works officer at Base Miami Beach as well as providing legal and medical assistance at the district office in Miami. The reserve also provided physical security and skilled construction tradesmen to assist in emergency repair and rebuilding efforts.

The presence of the reserve enabled the 7th District to continue its service to the public in support of all Coast Guard missions while facilitating the quick return of active component Coast Guard personnel and facilities to normal levels of operation.

Meanwhile, in Louisiana, MSO Morgan City was literally swamped with approximately 100 pollution cases following Andrew's fury. While MSO New Orleans sent pollution investigators to help with the instant heavy load of cases at MSO Morgan City, enlisted reservists and a reserve officer backfilled at MSO New Orleans.

Only a few weeks later, Hurricane Iniki produced a knock-out punch to the island of Kauai in the Pacific. Our Coast Guard team, regular and reserve were there, providing all the relief and assistance they could. While several reservists worked as liaisons to local, state and federal agencies, others were working as part of the SAR

detachment on Kauai brought in following storm damage to the CGC POINT HARRIS. This SARDET worked as clean-up crew, supported the Red Cross and provided humanitarian aid. Reservists also backfilled at Base Honolulu engineering.

Another disaster that we were involved in was Typhoon Omar which rolled over Guam in early September. There, the Coast Guard carried out its traditional humanitarian and environmental relief including coordination of search and rescue cases before, during and after Omar. While Coast Guard C-130 aircraft were bringing in much needed supplies, CG Reservists were checking to make sure people were safe and secure. The Coast Guard also was instrumental in the quick reopening of the Port of Apra Harbor following containment and recovery of oil spilled from ten sunken Japanese and Taiwanese vessels.

Bravo Zulu to the entire Coast Guard team who served so unselfishly in responding to Hurricanes Andrew and Iniki and Typhoon Omar. It is one more shining example of the inestimable value that the reserve adds to the Coast Guard.

However, your outstanding performances during and after these natural disasters didn't just happen. It takes

comprehensive planning and thorough training, as well as the personnel and fiscal resources required to carry out these missions.

With that in mind, I would like to share with you some information about the emerging Coast Guard Reserve budget for Fiscal Year 1993 and the effect it will have on our Selected Reserve. I want you to know what is going on here in Washington and how we are reacting.

A quick review of some FY92 budget figures will give you a frame of reference by which to gauge the FY93 budget proposals. In FY92, the President's budget request for the CG Reserve was \$77.3 million. However, that was reduced to \$75 million by Congress. That \$2.3 million reduction drove a decrease in Selected Reserve strength from 12,000 to 11,500.

For FY93, the President's budget request for the Coast Guard Reserve was \$74.5 million. The House of Representatives set FY93 Coast Guard Reserve funding at \$70.6 million. The Senate, however, proposed providing \$73 million. The final agreement in a House and Senate conference was \$73 million.

***"Bravo Zulu to the entire Coast Guard team who have served so unselfishly in responding to Hurricanes Andrew and Iniki and Typhoon Omar. It is one more shining example of the inestimable value that the Reserve adds to the Coast Guard."***

View continued on next page





The bottom line: The SELRES did not get as much funding in Fiscal Year 93 as hoped. Thus, we will be fielding a smaller force in FY93. In light of this, I outlined an initial course of action in ALDIST 264/92. This message explains that while normal attrition and a temporary halt in reserve recruiting will provide *most* of the necessary reduction, a number of involuntary transfers to the IRR will also be required. I have approved policy guidance concerning those transfers and it will have been issued to each district office before you read this article.

At the same time that we are responding to these budget and personnel reductions in the CG Reserve, Coast Guard missions carry on unchecked. The public continues to expect a lot from the Coast Guard. Unfortunately, the reductions we are taking mean that the CG Reserve will cut thousands of augmentation days to the active component this fiscal year.

Despite these hard realities, I am still convinced that our Coast Guard Reserve Vision statement is on track...for today and for the future. Part of it reads *"...using our diverse talents, we will provide the Coast Guard with a flexible and cost-effective response in all mission areas."* The key...no, vital words here are *diverse talents, flexible, and cost-effective.*

**Δ Diverse talents:** You are the finest citizen sailors in this great country. You have diverse talents, come from all walks of life, and possess an amazing variety of educational backgrounds and occupational skills. Your ability to be innovative and creative will be ever more important as we respond to today's fiscal realities. I know you will continue to make the most of every opportunity while fully utilizing your diverse talents.

**Δ Flexibility:** During these times of dynamic change, we must be able to go with the flow. We need to be even more adaptable and flexible in responding to the continuing demands placed upon us.

**Δ Cost-effective:** Regardless of the economic climate, we must always strive to be more cost-effective. However, in light of these lean budget years, it is simply critical we better stretch our fiscal resources and get the best bang for our buck. This will require better planning, discipline and creativity on everyone's part.

Yes, these are challenging times. However, the Coast Guard Reserve will carry on — as a revitalized force — if we are successful in casting off both old processes and older thinking. We must shape our force to be responsive to tomorrow's challenges — and that is exactly what we are doing. I take great encouragement from the story of a man who, 500 years ago, courageously set sail into uncharted waters. It was true in Columbus' day, and it is just as true today — often it is adversity and challenge that give rise to our greatest accomplishments.

We shall sail on!



## **Officer Evaluation System QAT says "thank you!"**

"The Officer Evaluation System QAT sends a special "thank you" to those officers who responded to the Reserve-wide OER survey sent out this past August. The tremendous 60 percent response rate, complete with in-depth and thorough comments, is vital to assessing actual system problems. Your combined efforts have a significant and positive impact on the improvement of the Officer Evaluation System.

The Officer Evaluation System QAT was convened by G-R to analyze and make recommendations to improving the Officer Evaluation System for Reserve officers. The first phase identified problem areas within the system.

Now in the second phase of data collection and analysis, the Officer Evaluation System QAT will merge and analyze data from several sources including the Reserve-wide survey of officers, the survey of district (r) offices and data from the Headquarter's OER data base.

Following the analysis phase, the QAT will formulate solutions to improve the Officer Evaluation System and will make recommendations to G-R. Results will be published in a future edition of *The Reservist*.



# Hurricanes!

## **Andrew slams Florida / Louisiana, Iniki hits Kauai, Omar pounds Guam**

### **Andrew**

**By PA1 Helen Carney,  
RU MSO Jacksonville**

Everyone felt they were prepared. After all, Hurricane Andrew had been carefully tracked and had given the people of South Florida plenty of notice. Miami area beaches had all been evacuated and many people residing away from the coast believed they were safe.

Everyone expected damage, but few were prepared for the total devastation that Andrew left as a calling card after roaring through the communities south of Miami Aug. 24. Hurricane Andrew would soon prove to be the costliest natural disaster in U.S. history.

When Andrew tore across the southern tip of Florida, leaving more

than 137,000 homes destroyed or seriously damaged, there was no doubt that a major relief effort would be needed. Homestead Air Force Base, to the south, was leveled. Like the community it serves, the Coast Guard in the Miami area was not spared by Andrew. The Coast Guard Richmond Heights housing complex in Perrine, Fla., north of Homestead, was severely damaged.

Some reservists had volunteered to serve immediately after the hurricane, but it was clear that many more would be needed. Fortunately for the Coast Guard, a law authorizing Reserve call-up, Title 14 U.S. Code Section 712, was recently amended to allow the Secretary of Transportation to involuntarily recall members of the Coast Guard Ready Reserve. The involuntary call-up allows individual reservists

to augment active forces during a serious man-made or natural disaster, accident or catastrophe for up to 30 days.

After Secretary of Transportation Andrew H. Card, Jr. toured the devastation, he quickly approved the Commandant's request for an involuntary recall of the Reserve. As of mid-September, 128 reservists from all over the 7th District were involved. Eighty-five of these reservists were involuntarily recalled following the Secretary's authorization on Sept. 1.

Reservists, with their wide array of civilian skills, began arriving 48 hours after Andrew's visit. Among those recalled were lawyers, insurance adjusters, public safety officers, physician's assistants and many skilled in the field of construction like electricians, plumbers, carpenters and air-conditioning experts.

### **A systematic relief effort**

Within 72 hours after the disaster, efforts were underway to locate

*Continued on next page*



**An aerial view of Black Point Marina in south Dade County following Hurricane Andrew.**

Photo by CDR Robert Grant, USCGR



all area Coast Guard personnel — regular, Reserve and civilian — to determine how much property damage each had experienced.

For some, the devastation was complete.

Houses were leveled, furniture ruined, cherished photographs and mementos were scattered by the wind and ruined by the rain. Cars were crushed, tree houses and swing sets were twisted and broken. With over 7,000 businesses destroyed, some Coast Guard spouses were now out of jobs and were beginning to feel the associated economic hardship.

Concern for the welfare of Coast Guard members affected by Hurricane Andrew prompted reservists to organize a systematic relief effort. According to LCDR Kenneth R. Harrison, Commanding



Photo by CDR Robert Grant, Reserve Group Miami

*PS2 Andy Carillo, RU MSO Miami, right, delivers emergency supplies to BM2 Allyn Lopez of RU Miami Beach. Hurricane Andrew, with gusts up to 175 miles per hour, severely damaged the roof and pushed over three feet of water through Lopez's home. The Lopez family is living in a motor home and a tent in what remains of their front yard.*

Officer of RU Florida Keys, just contacting each Reserve unit member in the Miami area was a major task.

"We went through each unit roster, trying to call the members," said Harrison. "With telephones down and roads often impassable, it was a challenge to find out how our people were doing. If we couldn't contact a member, we'd call someone else in the unit who might have heard about the person. If that didn't work, we'd get in the relief van and attempt to drive to where their

homes were."

Harrison says that it was amazing to talk to these people. When asked if their homes had been damaged, or if they needed anything, they would say, "Well, the walls are down or the roof is gone, but we were lucky. You ought to help someone who really is in need" or "Yes, there was damage, but we were lucky. You should see the guy down the street."

Harrison, himself a resident of South Miami, said that regardless of

the comments, they knew a lot of these people were in a state of denial, so they made a point of visiting everyone.

"When we'd drive up in the van, it became apparent that many of these people did need help," said Harrison. "They just didn't realize it."

PS2 Andy Carrillo of RU MSO Miami, along with numerous volunteers, drove the relief van twice daily out into what soon became known as the "Blast Zone."

"We tried to bring the people what they needed," said Carrillo. "We were able to get fresh fruit everyday

## Team CG "reaches out to touch" hurricane victims

COLUMBUS, Ohio — When CG Reservist LT Ned Cosby volunteered to help out with Hurricane Andrew relief efforts, he never imagined he would end up in Ohio.

"I imagined myself going south to pound nails, or to distribute food and medical supplies," said Cosby.

Instead, the Federal Emergency Management Agency (FEMA) sent him to Columbus, Ohio — not exactly close to either disaster site. Cosby and other volunteers put on telephone headsets and fielded incoming 800-number calls from disaster applicants requesting assistance. When first faced with this task, Cosby said he felt skeptical and disappointed, preferring to get "on site."

"I pushed aside my disappointment telling myself there must be a reason I was being asked to go to Columbus," said Cosby.

FEMA rented a spacious two story complex in a business park on the west side of Columbus. Located inside this complex were 500 cubicles equipped with phones, a train-

ing area, personnel support areas, and canteens. The telephone cubicles, constructed of folding banquet tables, styrofoam panels and duct tape, enabled 500 teleregistrars per shift to field calls from disaster victims in Florida and Louisiana.

The entire CG family, civilians, auxiliaries, reservists and regulars, joined with other federal employees and "local hires" to answer phones in Columbus, documenting needs for assistance 24 hours a day, seven days a week.

"I feel proud of the team that assembled in Ohio," said Cosby. "Americans came together to help fellow Americans who were devastated...the dignity of the hurricane victims moved me as well. Over and over again, I heard people who had lost much express concern about their neighbors and a desire to help them. I witnessed people coming together to help others," added Cosby. "I was there when Columbus moved closer to Florida and Louisiana. I wish you could have seen it."



from the Air National Guard and the Army Reserve, and that was really appreciated by people tired of eating canned foods. We delivered ice, bottled water, tar paper to fix roofs, boxes for people moving out, canned food, fresh bread, batteries, flash lights, etc."

He added, "The devastation is so immense. It is hard to believe how bad it really is until you see it up close. I have been going into the area every day since the beginning and I am still affected by it. We not only brought supplies to Coast Guard personnel, we also helped their neighbors, anyone who seemed in need. In one area, we were the first relief vehicle these people had seen. We were just passing through on our way to visit another Coastie, but we stopped and helped these folks."

### High quality assistance

At Richmond Heights, some reservists manned the front gates, checking the I.D. of all those entering and leaving the area. Armed and wearing bullet-proof vests, they stood long watches in the hot sun. They established security patrols to guard the homes against looters and sightseers, and provided the remaining Coast Guard families with a much-needed sense of security.

Meanwhile, some reservists concentrated on damage assessment and relief efforts, while others went right to work rebuilding and repairing homes. Many units at Coast Guard housing were left uninhabitable.

The high quality of the assistance provided by the reservists in repair-

ing Coast Guard housing came as a surprise to some of the regulars.

"I had not had much experience in working with the Reserve," said CDR Dennis Bohlayer, Commanding Officer of Civil Engineering Unit Miami. "Seven days after the storm, RADM William Leahy, Commander, 7th Coast Guard District, and CDR Shapley asked me what type of help I needed. I requested three electricians and three air-conditioning specialists. They did such a great job that I then requested a half-dozen people who could hang dry wall and make repairs to sheet rock."

He continued, "When it comes to making repairs like these, you must

repair teams at Coast Guard Housing and was in charge of Housing Security. According to Baxter, the attitudes of the reservists have been remarkable.

"These people have been doing a great job under difficult conditions," said Baxter. "We have put in long hours, in hot, humid and often rainy conditions. Some of us have lived right here in the housing which is being repaired, and you never hear anyone complain."

The Community Center at Coast Guard Housing was turned into a command post. SKC Debbie Schlenker of RU Station Ponce Inlet, soon found herself at this hub of activity. In addition to helping people find generators or in making repairs, she also spent many hours locating places for incoming reservists to stay.

"I have been an information and referral person," she said. When I first arrived, it was becoming impossible to find any hotel accommodations for people."

With the base housing full, reservists were sleeping in tents and in storm ravaged housing shells with no air conditioning. ENS Andy Delgado of 7th District Reserve had a partial solution to that problem. His townhouse at Richmond Heights only received minor damage, so when reservists started arriving from places like Charleston and Jacksonville, he expected a large influx of temporary visitors to the Delgado "bed & breakfast."



*Coast Guard Reserve work crews clear debris at Coast Guard Housing, Richmond Heights.*

have people who know what they are doing. The work they do for us must meet our standards and it has, consistently. Another big plus for us is that people with construction skills are in great demand and are difficult to find right now. If we had not been able to bring in the Reserve, we would have been competing with everyone in South Florida for this talent. It would have delayed our repairs considerably."

PSCS Maxcy Baxter of RU Charleston coordinated the Reserve

Photo by PAI Helen B. Carney, RU MSO Jacksonville



"I borrowed 20 cots from Air Station Miami and took all the furniture out of my place," said Delgado.

As it turned out, he hosted only a few — as other housing units were cleaned out, they were used to house reservists.

### Storm's ferocity amazing

CAPT Gerald Underwood, Chief, 7th District Administration Division, lives at Richmond Heights and experienced the ferocity of Andrew firsthand. Several rooms of his house were badly damaged. He and his family moved from room to room as the house caved in around them, finally finding safety in a bathroom.

"The ferocity of the storm was amazing," he said. "After the roof and a few rooms had gone, we found ourselves in a hallway. For some reason, one of us (my daughter claims it was she) said we'd better get back into the bathroom. We just managed to do that when the entire wall in the hallway collapsed. We would have been badly injured had we stayed there."

Joanne Barkan, wife of CG Housing Officer CWO Jan Barkan, recalls the early morning hours of Aug. 24.

"I prayed for two hours in the house with my two children," said Barkan. "The pressure from the hurricane was so low that I couldn't get my ears to pop...I could feel the house expand and contract. Outside, the way the wind was blowing, it looked like films you see of A-bomb testing. This was our first hurricane and I don't want to be in a home again alone during a hurricane."

When the storm subsided, Barkan says the Coast Guard bent over backwards to help out. "They were clearing trees, providing security and first aid," said Barkan.

One of those Coast Guardsmen was CWO3 Bill Taylor. A field engineer with the City of Fort Lauderdale and a member of RU Fort Pierce, Taylor formed a volunteer Mobile Construction Assist Team (MCAT) to provide emergency

temporary repairs for the homes of regular and Reserve Coast Guard personnel. Team members included PSCS John McGovern and BM3 Jim McCall, both of RU MSO Jacksonville, DC3 Hank Hartman of RU Base Miami Beach, BM1 John Koselun of RU Station Fort Pierce and BMC Bob Griffen of RU Station Port Canaveral. According to Taylor, members of the MCAT found the work extremely rewarding.

"When people call requesting help, you can hear the desperation in their voices," said Taylor. "It was a

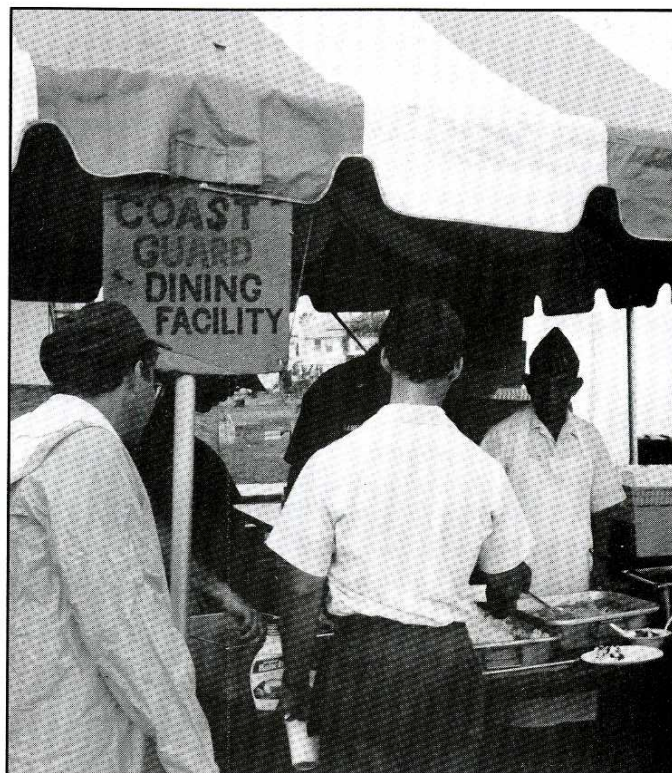


Photo by PA1 Helen B. Carney, RU MSO Jacksonville

*Though Andrew devoured much, it couldn't match appetites at the CG "dining facility."*

## Andrew in Louisiana

### 8th District Reservists activated

By PA1 John Ludlow, USCGR

NEW ORLEANS, La. — Five CG Reservists from RU MSO New Orleans received orders to report to Marine Safety Office New Orleans Sept. 4 to assist in Hurricane Andrew relief operations.

The reservists, all qualified boarding officers, facilities inspectors or pollution investigators, reported for seven days to fill in for marine safety office personnel temporarily engaged in hurricane-related duties at the areas west of New Orleans hit hardest by the hurricane.

LTJG Don Hill of D8 Reserve Training, said MSO New Orleans requested Reserve support Sept. 1. He stressed that this was not a mobilization, but a solicitation for voluntary active duty.

LT Hamp Reid, BM3 William Gray, Jr., PS1 Quint Qualino, PS3 Anthony Tango and PS3 N.S. Brown were activated.

"The officer stood watches in the operations center, and prepared the "after-action reports" on the MSO's role in the hurricane relief operations," said CDR Timothy M. Keegan, Chief of Port Operations at MSO New Orleans. "The enlisted personnel became members of vessel boarding teams, providing relief to permanently assigned personnel enabling them to address more pressing issues."

Keegan said the temporary assignment of the reservists was a "tremendous help" to the unit, which had a back-log of more than 100 hurricane-related oil spill cases to be investigated.

Air Station New Orleans flew in essential supplies the day after the hurricane. Meanwhile, MSO Morgan City personnel worked surveying, cleaning up and providing many other humanitarian functions in conjunction with federal, state, church and civilian groups.

Morale was helped when ADM J. William Kime, Commandant, USCG and MCPO-CG R. Jay Lloyd, visited Morgan City Sept. 1.



comfort to all of us to know that we would soon have help on the way."

Taylor is pinch hitting for the Base Miami Naval Engineering Officer, whose home was destroyed by Andrew. He feels that the Reserve has many such roles that it can play.

"The reason we have a Reserve is to help in times of emergencies," said Taylor. "We are trained to do the job and we are doing it. We need to have teams like the MCAT already set up, so that when an emergency strikes, we can respond quickly.

### Just what doctor ordered

According to CAPT Tom McCarthy, Chief of 7th District Readiness and Reserve, natural disasters such as Hurricane Andrew will change the way the Reserve forces are viewed by the Coast Guard, and plans in the future will take into account the capabilities of the Coast Guard Reserve.

"We are now compiling a roster of every reservist in the 7th District that shows not only the member's Reserve rate or rank, but their civilian profession," said McCarthy. "In times like this, the civilian skills they have may be more critical to the Coast Guard than their military specialty.

"The Reserve structure is adjusting to our changing times," continued McCarthy. "Though the Cold War is over, we can't relax. Now, the mission of the Reserve places a greater emphasis on augmentation. When the Reserve forces are needed, they can respond immediately. That's why we have a Reserve. We have trained them to do a job and they do it."

According to CDR Greg Shapley, Chief, 7th District Reserve Branch, it has been a textbook 'surge' situation. "The involuntary recall of the

Reserve was 'just what the Doctor ordered' to handle the Coast Guard's clean-up after Andrew," said Shapley.

"When you mobilize reservists involuntarily," he said, "it allows you to target those individuals with the talents and skills you specifically need, in the pay grades desired. You don't lose valuable time calling through a long list of names to find who might be available to serve. The time lost is often a major drawback to a 'voluntary' recall. We estimate that the involuntary recall authorized for Andrew reduced the time spent actually notifying and getting personnel on-board by 50 percent. Local reservists can be involuntarily recalled, whenever practical, saving travel and per diem expenses."

Shapley said that the involuntary recall also helps many of the reservists with their employers, making it easier to convince the boss that the situation is serious and that they are really needed. It also provides for protection of their jobs under the law.

Predictions are that it will be many years before South Florida recovers from its devastating visitor. Some areas may never be the same.

Still, there were many lessons learned and many values rediscovered. For regular and Reserve alike, there is a pride and comfort found in being part of the Coast Guard family, a family "always ready" to take care its own and others.

Perhaps the graffiti written on what was left of a home sums up what is really important to those who survived Andrew:

*This House may be down,  
But we're still around.  
Thank You, Lord!!*



## Iniki

### Iniki wreaks havoc on Kauai

Info. by LT N. Hurley, MSO Hono, LTJG K. Bauer, D14

ON THE ISLAND OF KAUAI, Hawaii — When Hurricane Iniki pummeled Kauai in early September, Team Coast Guard — Active, Reserve and Auxiliary — provided all the relief and assistance they could. Four reservists worked as liaisons to local, state and federal agencies, while over 40 worked as part of the SAR detachment on Kauai brought in following storm damage to the CGC POINT HARRIS. This SARDET worked as clean-up crew, supported the Red Cross and provided humanitarian aid. In addition, a five-member team backfilled at Base Engineering to bring up RHIs and TAM-B to fill in for the loss of the POINT HARRIS. CGC JARVIS was offshore, shuttling people back and forth as necessary and also brought in 500 Meals Ready to Eat (MRE's). The CG Station on Kauai was used as a local disaster aid area.

"It did a lot of damage to hotels and houses," said LT Neil Hurley of MSO Honolulu. "There were power poles on streets...people were still in shock, and were asking 'when is help going to come' and 'did you bring ice?'"

RU Kauai personnel and their families were all accounted for. While most of their homes sustained minor damage, one home lost the entire top floor.

## Omar

ON THE ISLAND OF GUAM — When Typhoon Omar ravaged this Pacific island in early September, the U.S. Coast Guard carried out its traditional humanitarian and environmental roles. While C-130 aircraft brought in much needed supplies and pollution strike team members from Honolulu, CG Reservists, along with their Active counterparts, provided humanitarian

relief. The Coast Guard coordinated search and rescue efforts before, during and after the storm and helped clean up the village of Merizo. Coast Guard efforts to work with industry in the containment and recovery of oil spilled in the harbor from 10 sunken Japanese and Taiwanese vessels prevented an ecological disaster on the pristine waters of Apra Harbor.



# Columbus '92



## Team Coast Guard plays key role in Columbus festivities

Compiled by PA2 Robin J. Thomson, Commandant's Bulletin

*This year marks 500 years since Christopher Columbus set sail in search of a westward passage to the Far East. Known internationally as the Grand Regatta Columbus '92 Quincentenary — Spain's year-long anniversary celebration of these historic voyages — many tall ship parades and celebrations were held in the waters of the Atlantic Ocean recently. It included most of the world's major square riggers with the CGC BARQUE EAGLE playing regatta host and leading each parade into American waters — including Puerto Rico, New York and Boston. Throughout the celebrations, thousands of members of the Coast Guard team — Active, Reserve and Auxiliary — performed their search and rescue, marine safety and boating safety missions.*

### San Juan, Puerto Rico

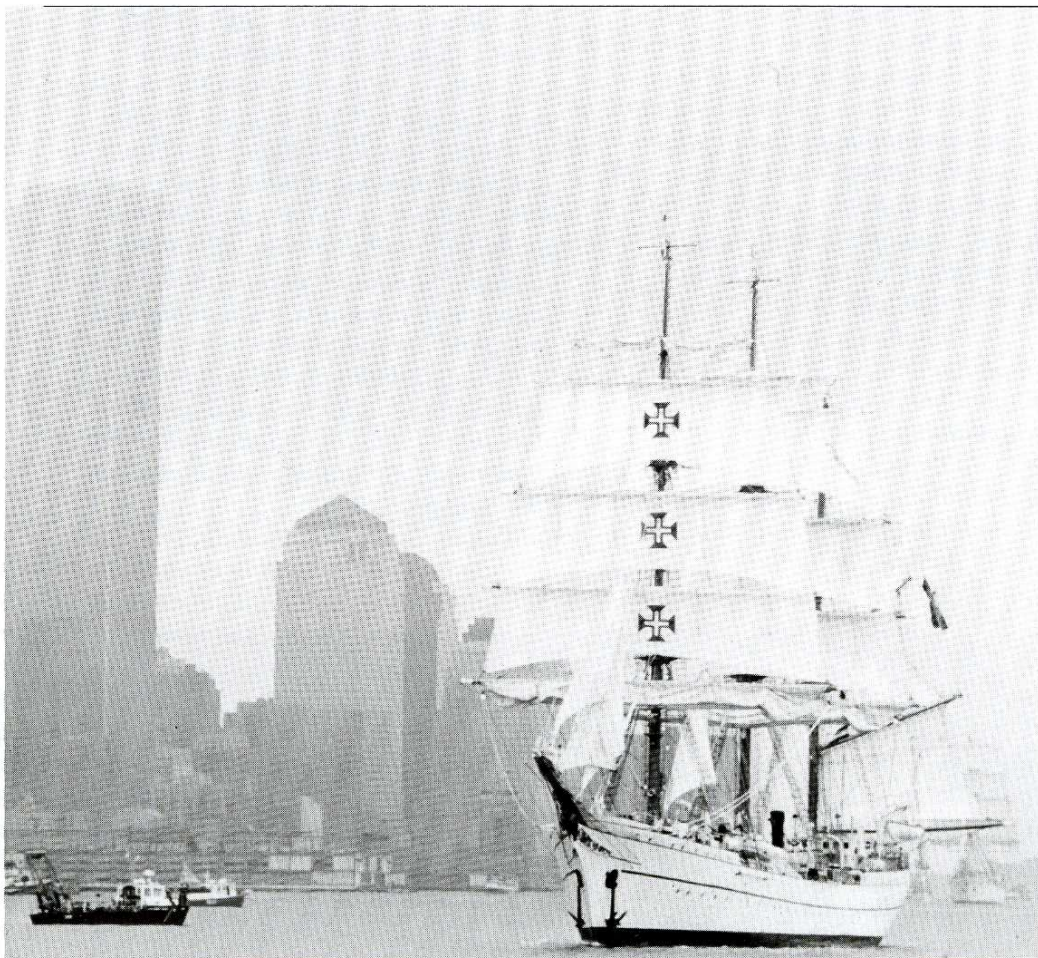
Though Columbus discovered Puerto Rico on his second voyage to the "new world" in 1493, it was one of the first stops on this modern voyage. With the arrival of the tall ships, San Juan came alive to the sights and sounds of Gran Regata Colon '92 (Spanish for Grand Regatta Columbus) the first two weeks in June.

Besides the tall-ship gathering, the festivities, which included Puerto Rico's largest fireworks display ever, were also significant for the Old City, which is partially surrounded by walls built over a 250-year span dating back to the early 16th century. While San Juan can boast of being one of the oldest capital cities in the Western Hemisphere, it can also boast that it was the sight of the largest public-act gathering in Puerto Rico's history — Gran Regata Colon '92.

Dressed out in colorful sails, with multi-colored country and signal flags blowing in the wind, 27 tall ships along with 120 other vessels were open to the public in a four city-block area. It was estimated that more than 100,000 people a day toured the tall ships, with an estimated 2.5 million making the pilgrimage to the Regata grounds, an astounding number for an island of 3.6 million inhabitants.

During the two-week Gran Regata festivities, Reserve and active-duty boat crews logged 530 hours underway on 278 patrols using 17 small boats. Also included in the Coast Guard team were four 110-foot cutters, two HH-65 helicopters and two C-130s. Nearly 200 CG Reservists joined in this team effort — 85 from Puerto Rico and the Virgin Islands, while 95 others came from other parts of the 7th District

*A tall ship glides through New York Harbor during OpSail '92. A CG ANT boat looks on at left.*





# Quincentenary



and the nation. The CG team also included local auxiliaries who completed 81 patrols aboard their nine small boats.

Although there were no major incidents requiring Coast Guard assistance, the crews responded to several search-and-rescue and medical-assistance cases. Along with the calls for a heart attack, head injury and diabetic shock, the crews also answered a call for life. Amidst the fireworks and fanfare of the celebration, medical-emergency personnel responded to a woman in distress — with their assistance, the woman was rushed to the Regata medical clinic to give birth to a baby girl.

"Gran Regata Colon turned out better than I could have imagined," said LCDR Dan Whiting, Coast Guard project officer for the Gran Regata Colon. "I was very impressed with what has gone on here...the job the Coast Guard did."

Whiting said that the Coast Guard worked in conjunction with other agencies to keep the spectator fleet in the harbor to a minimum to avoid congestion. They did this by educating and encouraging the public to use ferry boats to commute across the harbor to the tall ship piers.

"The yardstick that I used for the success of the event was not the size of the spectator fleet, but the concentration of tall ships," added Whiting. "There are roughly 34 Class A tall ships in the world and 29 were here in San Juan. It was impressive, particularly at night, when the lights came on. It was just amazing!"

On June 14, the last day of the two-week gala, some 250 ships from 44 countries participated in the Parade of Sail with many of the international tall ships setting sail for northern waters and New York. Lining the northern coast of Puerto Rico were 1.5 million people bidding bon voyage to the participants of this once in a lifetime event.

*A CG Reservist links past to present...*

## *Witnessing world, family history*

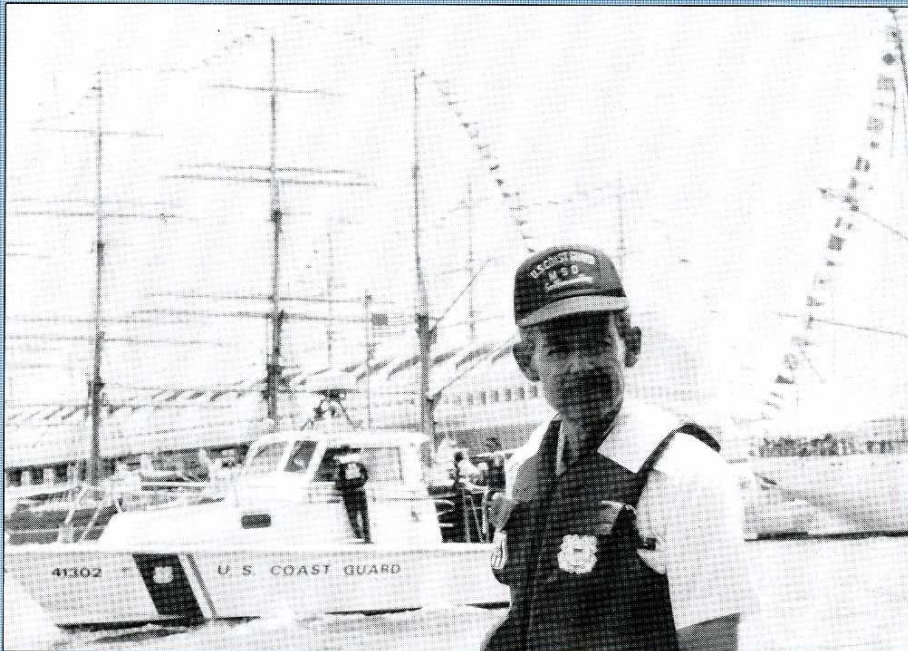


Photo by PA2 E.J. Krueger, G-PS-1

*With tall ships from around the world and a 41-footer as a backdrop, CG Reservist PS1 Andy Aguilar pauses aboard an RHI while on harbor patrol at Gran Regata Colon '92 in San Juan in June.*

### **A first person account by Andrew C. Aguilar, USCGR**

SAN JUAN, Puerto Rico, Sunday, June 14 — It was a most anxious moment as I awaited with great anticipation the beginning of the Grand Parade of Sail, the final event of Gran Regatta Colon here in Puerto Rico. As I stood watch aboard the CGC ATTU, we patrolled the parade route outside the harbor entrance of San Juan.

It was truly awe-inspiring to see the magnificent tall ships which had gathered from all over the world to commemorate the 500th year of the discovery of America by Christopher Columbus. These ships sailed from Europe and followed the actual route Columbus took to Puerto Rico in 1493 on his second voyage.

The parade route extended for many miles from the Boca de Cangrejos, north to the Castillo de San Felipe del Morro, on the east side of Puerto Rico. This was the largest nautical event ever in Puerto Rico and was comprised of Class "A" through Class "D" sailing vessels. From here, the ships were to sail north to New York, Boston and finally back to England.

In civilian life, I am employed as a Firefighter in Northern California — but I have also been a member of the Coast Guard Reserve for 15 years and look forward to supporting various special operations with the Coast Guard. The Coast Guard graciously granted my request as a member of MSO San Francisco in the 11th District, to perform these duties with members of the 7th District. Our task was to ensure the safety of the harbor and Parade of Sail, which we did by around-the-clock boat patrols.

It was a beautiful sight, seeing the tall ships pass in review as each led a

*See "Witness" on next page*



**Witness***Continued from previous page*

squadron of smaller ones. From our vantage point, we could see thousands of people on shore watching. Canon salutes by passing ships were returned smartly from onshore batteries at El Morro. It was a special thrill to see the 295-foot Coast Guard barque EAGLE at full sail. One of the most notable ships to pass in review was the Brazilian replica of the *Nina*. The other Spanish caravel replicas, *Nina*, *Pinta*, and *Santa Maria* had visited Puerto Rico months earlier en route to many other U.S. ports. I was amazed at the small size of the *Nina* and marveled at the courage and daring of those who originally sailed aboard the *Nina* to an unknown destination and future. But, it was that very courage and daring that changed the course of human history.

As the parade started that Sunday afternoon, I beheld the outline of the fleet sailing once again to the Western World. It was a very emotional moment for me...it was the voyages of Columbus which inspired distant ancestors from both sides of my family to undertake voyages to the "New World" just a few years after Columbus.

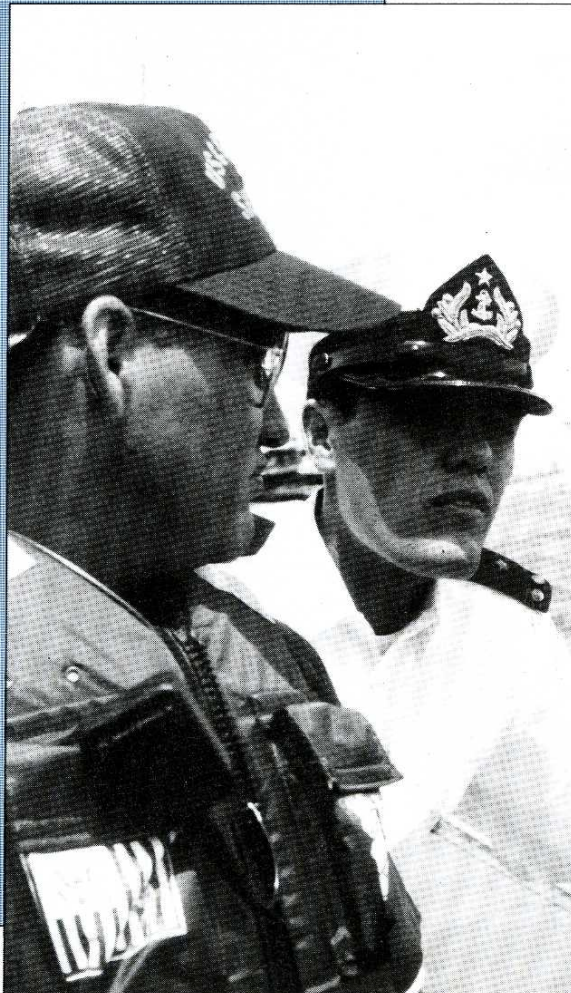
The name Jeronimo de Aguilar is etched in my mind. He preceded Cortez to Mexico in an early Spanish expedition, was captured and lived with the Indians for eight years. He was subsequently found and rescued by Cortez and became his interpreter, having learned the native language.

Another family namesake on my mother's side, the intrepid Spanish explorer, Martin de Arguelles Morales also came to the New World with CAPT General Pedro Menendez in the early 1500's. It is particularly noteworthy to learn his son, Martin de Arguelles, was the first European child born on the Atlantic Coast of the United States in a permanent European settlement around 1566 in St. Augustine, Fla.

Prior to my leaving for Puerto Rico, I contacted the Spanish Consulate in San Francisco to see if any of the Spanish marineros aboard the Spanish caravels carried the surname of either Aguilar or Arguelles. But this was not to be as the caravels did not carry a family namesake and in any event had already sailed northward.

A few days before the parade of sail, I climbed up Old San Juan hill to El Morro, the old Spanish fort which protected the harbor and city for centuries from further foreign invasion. The view eastward of the Atlantic was breathtaking as I beheld history, as though looking through a visionary window of time. I stood in awe and appreciation for the courage, dedication, and sacrifices of my forbearers. I feel we who have come after our forbearers have the responsibility to enhance God's gift of life for all. My participation in Quincentenary Grand Regatta Columbus was truly the experience of "lifetimes," memories of which I will carry with me always. I am beholden and grateful to the Coast Guard for enabling me to be present during this epic saga and being an eyewitness to history.

Photo by PA2 E. Kruska, G-18-1

**New York, New York**

Just as Columbus' new world became one of the greatest mixes of cultures, races and religions, New York Harbor became a great mix of sailing histories as the Columbus flotilla joined Operation Sail '92 July 2.

As it did in Puerto Rico, the tall ship flotilla included everything from the caravels to international square riggers. Among the streams of red, white and blue water spraying from the New York City Fire Department's fireboat, the city's festivities also included a host of other vessels — tugs, pilot ships and a modern luxury liner.

The quincentennial set the stage for the fourth OpSail in New York. The first was in 1964, coinciding with the World's Fair; the next was in 1976, commemorating America's

Bicentennial; and the most recent was in 1986 celebrating the Statue of Liberty's 100th birthday.

During this year's OpSail, fireworks were plentiful — including a display at the mouth of the Hudson River on the 4th of July. Two sailing parades down the East River from Long

*In San Juan, a CG Reservist chats with a Chilean naval officer aboard an RHI. The Chilean officer was delivering a model tall ship to a nearby Uruguayan vessel as a symbol of good will between the neighboring South American nations. The CG helped expedite the delivery using its RHI.*





## Columbus '92 Quincentenary



Island Sound, provided a forum for vessels under 100 feet and vessels from 100-159 feet. Later, these vessels joined the Parade of Sail, July 4, that included 34 tall ships.

Governors Island active-duty personnel were joined by 450 reservists during the celebrations. They, along with 125 auxiliaries, had 50 SAR cases, performed a dozen boardings and enforced safety and security zones for the estimated 3,500 spectator craft that crowded into the harbor. New York's Coast Guard Team patrolled the harbor waters aboard 17 cutters and 45 small boats during the 14-nautical-mile parade, fireworks and other events. These CG vessels came in from all over to work on this historic event, even as far as North Carolina. All total, over 2,500 Coast Guard men and women comprised Coast Guard Forces New York.

Even though the New York leg of the Columbus flotilla's journey was the largest, each port welcomed the tall ships with marked enthusiasm — including their last Northeastern port, Boston.

### **Boston, Massachusetts**

The port was smaller, but New York's pomp and circumstance followed the Columbus Quincentenary flotilla as it sailed into the waters of Boston Harbor July 11. Once again, the EAGLE led the way as more than 200 classic sailing ships, representing the pride of 37 nations, arrived for Sail Boston '92. Besides the seven-hour Parade of

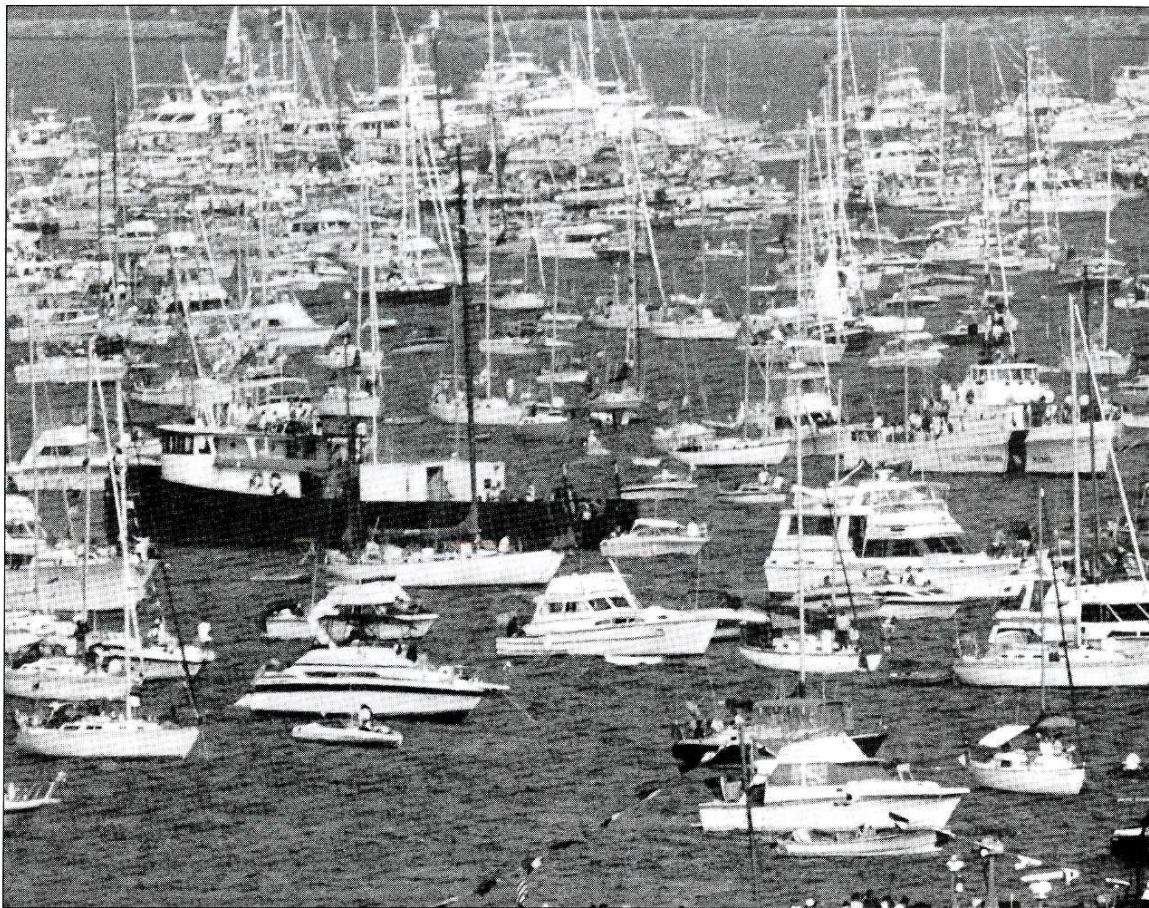


Photo by Stephen M. Zubricki, Jr.

*Thousands of passenger and recreational boats anchored in special viewing areas to watch the largest event ever in the history of tradition-rich Boston Harbor. Can you find the CG 82-foot patrol boat maintaining security? It's just right of center.*

Sail, the week-long celebration included fireworks, boat races, a 120-meter yacht challenge and numerous shore-side events.

Collectively, the two weeks of Boston Harborfest — held the week before — and Sail Boston brought more than 3 million visitors to the shore of Massachusetts' capital city. Because of its size, Boston presented a different challenge from New York. There was not the advantage of an island base to act as a patrol base or living space for patrol personnel.

Inter-agency cooperation handed the Coast Guard a break, when officials at Massport offered the use of an immense warehouse just off Boston Harbor in the Mystic River. The Coast Guard adopted the site for use as the base, personnel accommodations and docks for the patrol craft

that would be put into play during the week of July 10. And it was reservists that played a major role in transforming the lifeless, vastness of "Little Mystic," as it was dubbed, into a living, teeming workplace.

As millions of spectators enjoyed the events from land and sea, 1,200 active-duty, Reserve and auxiliary personnel came together to make up the Coast Guard forces for the event. They also coordinated with more than 50 state, local and federal agencies and marine associations for the event.

Numerous resources throughout the 1st District were used to perform the port safety, law enforcement, SAR, and safety and security zone duties during the week. The Coast

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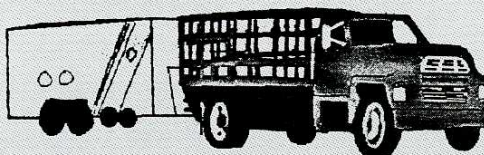


*Reservists fill "customer needs" at festivities*

## No hassle service at Parts 'R Us

By MKCM Bill Fisher, Coast Guard Yard

During OpSail '92 and Sail Boston, they became known affectionately as "Parts R Us." Supply Center Curtis Bay (SCCB) and the Engineering Division of RU Upper Chesapeake Bay used a very innovative approach to supply & logistics support for both operations. A mobile supply and logistics support unit travelled to both locations with critical items of supply for the support of the 41 UTBs that were used to support the festivities. The mobile warehouse went on the road with 70 Coast Guard unique line items of supply and law enforcement gear that was loaned out as needed for the boat crews.



The mobile warehouse unit consisted of two F600 Ford trucks with 14-foot stake bodies and a 24-foot enclosed trailer. The trailer was outfitted with all the comforts of home that a person would need, Stanley-Vidmar cabinet, racks for bulk items, VHF radio, telephones and a CG standard workstation.

At New York, the mobile warehouse was manned by CG Reservists from RU Upper Chesapeake Bay. EM1 Otto Schlicht, MK1 Al Euler, MK2 Wally Balls, and ET2 Art Tilley traveled to New York and set up shop on Governors Island. Parts were issued to the Group Engineering Officer and all requisitions and related paper work were handled by the reservist on-the-spot to ensure that "no-hassle" service was provided.

A second team consisted of MKCM Bill Fisher, DCCS John Matta, DC2 John Behr and SK3 Mark Smith relieved the first crew. The mobile support unit was then "on the road again" and headed to Boston where they set up shop at CG Base Boston. While there, they provided the same round-the-clock supply support to the Group Boston Engineering Officer for Sail Boston. Over 40 high priority requisitions were filled during the operation.

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Guard's fleet included nine cutters, more than 62 small boats from as far north as East Port, Maine, to Watch Hill, R.I., 100 auxiliary boats and one HH-60J helicopter.

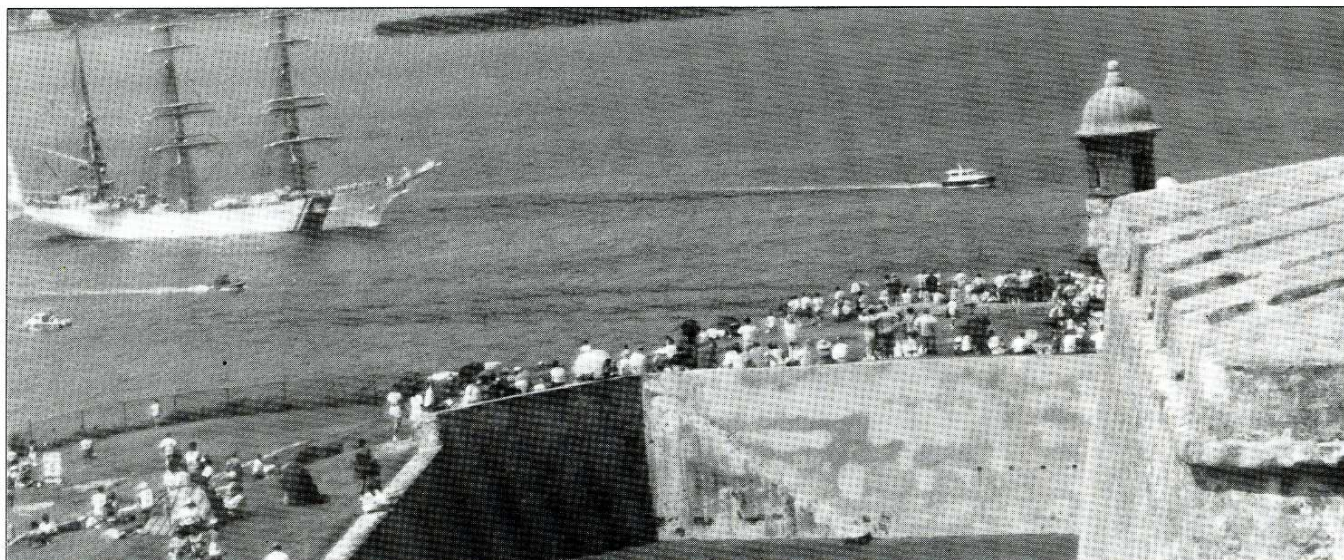
Each port used a different name for its respective celebration, but one element bonded them together — the tall ships. Whether it was the Gran Regata, OpSail or Sail Boston, more than 200 majestic tall ships graced the harbors of American waters as the United States joined Spain to celebrate Columbus' historic voyages.

And as Columbus' historic voyage is still remembered, so too will the modern voyage be long remembered by the American people and Coast Guard personnel who witnessed 500 years of history. In San Juan, New York and Boston, people may be talking for a long time about how wonderful the tall ships were — and how the Coast Guard helped make it happen.



— Note: PA1 Bruce Pimental, Greater Antilles Section; PA1 Marguerite DeMartino, Reserve Group New York; PA2 Ed Kruska, G-RS, Todd Michael, San Juan Star; Steve Patterson, San Juan Star; PA3 C.T. O'Neil, LantArea; Rick Booth, 1st District; and CG Forces Boston contributed to this article.

## Adios Amigos!

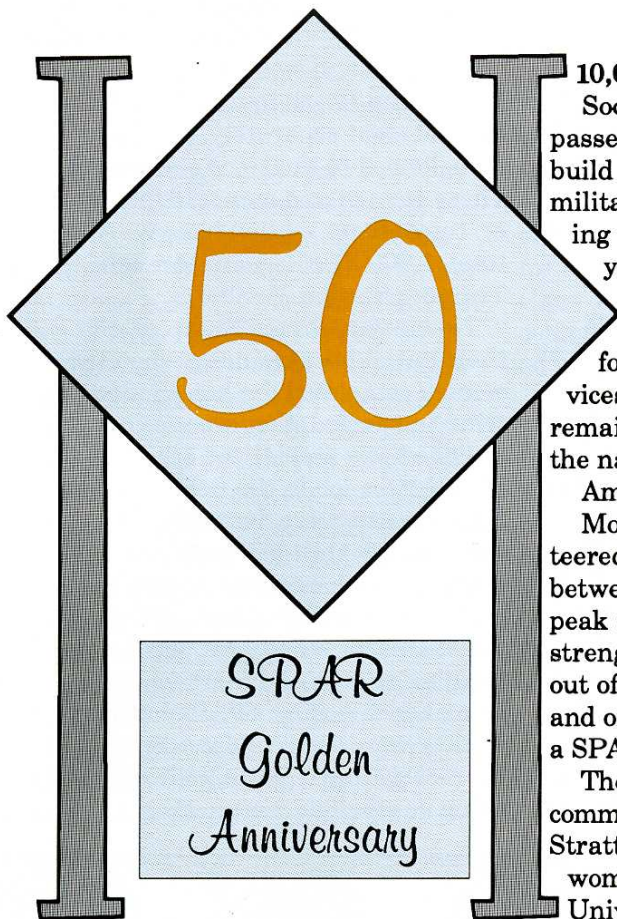


Thousands lined the shores of northern Puerto Rico to view the Grand Parade of Sail June 14.

Here, CGC Eagle glides out of San Juan Harbor passing the old fortress, El Morro, at right.

Photo by PA2 E. Kruska, G-RS-1





**10,000 women volunteer**  
Soon after the legislation was passed, a recruiting drive began to build the SPAR corps. While other military services had been recruiting their members for many years, SPAR recruiters faced two challenges — recruiting women and recruiting them for one of the least-known services. Be that as it may, the fact remained that the Coast Guard and the nation were in need.

America's women responded  
More than 10,000 women volunteered for service with the SPARs between 1942 and 1946. At the peak of the Coast Guard's Reserve strength during World War II, one out of every 16 enlisted members and one out of every 12 officers was a SPAR.

The SPARs also had their own commanding officer, Dorothy C. Stratton. She was the dean of women on leave from Purdue University and a lieutenant in the

black women for enlistment. Within the first six months after this initiative, four Black women made application and were accepted into the SPARs. However, because the officer training program for recruited civilians had come to a close earlier, no civilian black women were accepted as officer candidates. Even though the officer corps was closed off to civilian black women, it was possible for prior enlisted Black SPARs to attend officer training.

All SPAR applicants went through a relatively similar experience called processing. Similar to the enlistment process of today, the young women waded through a mountain of forms, interviews, physical exams and a mental aptitude test. The average woman applying for enlistment was a single, 22-year-old high school graduate. She had worked for more than three years in a clerical or sales job, earning \$26.94 per week before joining.

By PA2 Robin J. Thomson  
Commandant's Bulletin

**A**lthough the Coast Guard had done many jobs since 1790 without taking women into its ranks, the onset of a world war changed the course of history for women in all the armed services. When World War II came, the Coast Guard and the other services found themselves in great need of more men at sea and more troops on foreign soil. They acknowledged that filling U.S. shore jobs with women would allow more men to serve elsewhere and hasten the war effort.

Thus, on Nov. 23, 1942, the Auxiliary and Reserve Act of 1941 was once again amended when Congress passed Public Law 773. It was legislation that created the U.S. Coast Guard Women's Reserve, also known as the SPARs. Furthermore, it would pave the way for Coast Guard women of today....

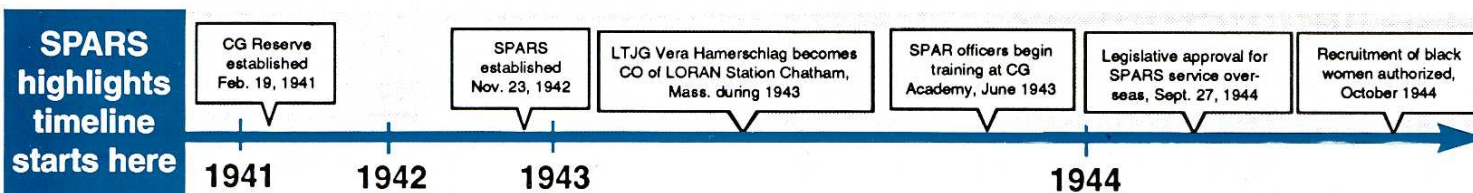
Navy Women's Reserve, also known as WAVES. She was promoted to lieutenant commander when she became the director of the SPARs and was later promoted to captain. In fact, it is believed that she was the originator of the nickname SPARs. Their original name, WORCOGS, gave way to the nautical term and the acronym of the Coast Guard's motto — Semper Paratus, Always Ready.

Though recruiting began in earnest in early 1943, it wasn't until October 1944 that the Coast Guard authorized its recruiting officers to accept



*SPARs perform aircraft maintenance at a World War II era air station.*

Photo courtesy of U.S. Coast Guard Historian







A WWII SPAR recruiting poster.

In a similar survey done in July 1943, it was discovered that the average SPAR officer applicant was a single, 29-year-old college graduate. She worked for seven years in either a professional or managerial position, in the field of education or government, earning \$50 per week before joining the SPARs. In most cases, her service in the Coast Guard used the tools of her profession or civilian experience.

### Enlisted/officer training begins

During the war years, enlisted SPARs trained at a variety of places, beginning with the first group of WAVES who transferred to the SPARs and trained at Oklahoma's A&M University in Stillwater to the last few to leave the training station at Manhattan Beach, N.Y.

Another college campus, Iowa State Teachers College in Cedar Falls, became the site of the naval training station for the first group of 150 civilian women who enlisted as SPARs. These SPARs were trained by both

men and women naval officers. Later, SPAR officers arrived and the course of instruction included Coast Guard history as well as the usual military courses — rates and ranks, insignia, nautical terms and customs and courtesies.

Meanwhile, more than 1,900 SPARs survived the harsh Bronx winter climate along with WAVES at Hunter College, N.Y. Like the indoctrination classes at Stillwater and Cedar Falls, the boots learned the basics of the Coast Guard. Even though the first enlisted SPARs were trained at Navy schools, the needs of the Coast Guard soon mandated the establishment of separate Coast Guard indoctrination and training that was overseen by SPAR officers.

Just six months after the SPAR recruiting drive began, the service established a training center for SPARs. One month before it opened, the news had hit the streets about the opening of the SPARs new indoctrination facility — the Palm Beach Biltmore Hotel in Florida. Although it sounded glamorous and sophisticated, the 430 rooms given up by the Biltmore were a far cry from their original pageantry when SPAR training began in June 1943. Walls were knocked out, partitions were built, rich decorations were removed and the first 900 women reported aboard. The former *Pink Palace* had changed to Coast Guard blue. Over the next 18 months, more than 7,000 women were indoctrinated at Palm Beach.

By December 1944, recruiting for SPARs ended except for replacements and special needs. Because they no longer had the need for an extensive training station, all future SPARs were trained at Manhattan Beach, N.Y. SPAR training at Manhattan Beach differed from the other training stations in one dramatic way — their competition at this training station included men.

The men and women of Manhattan Beach lounged, drilled, ate and slept separately, but they all belonged to the same service. These women and men, did, however, compete for station honors. All total, 1,900 SPARs went through Training Station Manhattan.

No matter where they received their initial boot training, when the women completed the basic indoctrination period, they were either assigned to a specialized school or directly to a job in the field. Assignments were determined by the person's aptitude, previous training, work experience, personal preferences and the needs of the Coast Guard. Whether it was basic training or a specialty school, one thing bonded these SPARs together — they were training for service in the Coast Guard. Even with something as small as a song, these



SPARs march in formation with WAVES at Bronx, N.Y. during World War II. Nearly 2

Recruitment of women, except for replacements stopped, Nov. 23, 1944

By January 1945, SPARs serving as BMs, GMs, Machinist Mates, Carpenter's Mates in addition to other administrative billets

First SPARs ordered to Hawaii in January 1945

First SPARs ordered to Alaska in May 1945

Demobilization begins following V-J Day, August 1945

SPAR demobilization completed June 30, 1946

40 SPARs recalled to ADT during Korean War

1945

1946

1950



women felt the significance in training at their own station and serving their country.

Even though they were fewer in number, SPAR officers also had to face the rigors of training like the enlisted women did. Their training stations and jobs were different, but all SPARs, regardless of rate or rank, were given an overall picture of the Coast Guard. Unlike their enlisted shipmates, SPAR officers were trained in only two locations. The first SPAR officers were also former WAVEs who volunteered to transfer to the Coast Guard and attend the Naval Reserve Midshipman School in Northampton, Mass.

Later, the recruitment of civilians for SPAR officers began and the women also began training at the Coast Guard Academy in New London, Conn. The officer candi-

dates gained practical knowledge of leadership and organization during their six-week curriculum. Of the 955 SPAR officers, 299 were prior enlisted. At that time, any qualified enlisted woman was eligible to apply for officer training. In fact, the last class of SPAR officer candidates was comprised of entirely former enlisted personnel.

## Where they worked

The first SPARs of 1942 were filling shore billets only in the continental United States. Working in district offices and field units alike, SPARs were assigned to every Coast Guard district except the 10th District in Puerto Rico. Finally in late 1944, Congress relaxed its ruling that kept service women state-side and allowed them to serve in Alaska and Hawaii.

Thirty-seven percent of SPAR officers held general-duty assignments. Duties in this category included administrative and supervisory work throughout the Coast Guard. There were other billets for SPAR officers, including communications officers, pay and supply officers, barracks officers and recruiting officers.

Although all enlisted SPARs were not automatically slated for clerical work, a large portion did become yeomen and storekeepers. While traditional clerical work represented the bulk of the ratings for SPARs, many worked in other specialized fields. Billets for SPARs included parachute riggers, chaplains assistants, air control-tower operators, boatswains mates, coxswains, radiomen, ship's cooks, vehicle drivers and many more. A small group of women became pharmacists mates. Those with prior practical nursing or medical experience were assigned as assistants in sick bays.



CAPT Dorothy Stratton

Another field opened up to women during those years was aviation. Eighteen women were rated parachute riggers, 22 were trained as Link trainer operators and 12 as air control tower operators. Meanwhile, a small number of SPARs served in the radioman technician rate.

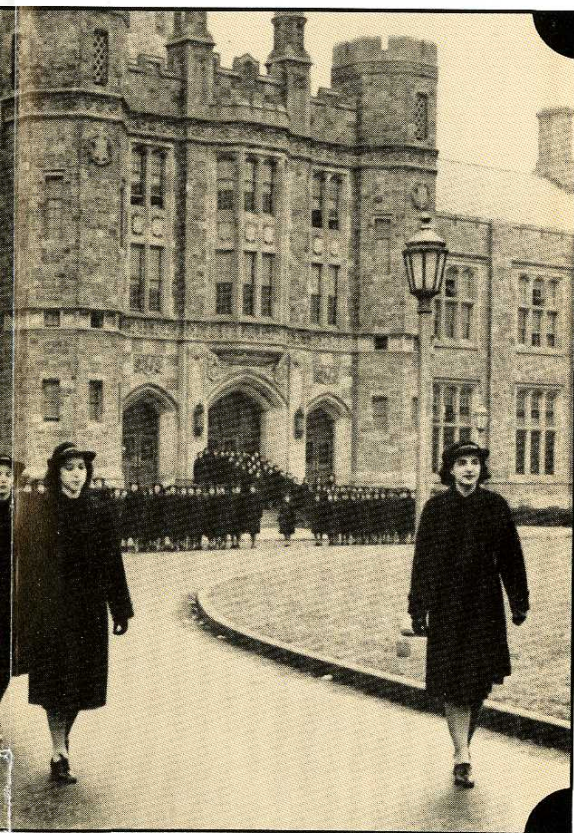
One non-traditional fields for women that stands out because it was probably the least publicized and most unique was loran. The new concept of women in loran that was proposed by headquarters became a reality when the CG established its first loran station crewed with women in Chatham, Mass.

Loran Station Chatham is believed to have been, at that time, the only all-woman station of its kind in the world.

## The war ends...a new era begins

The Women's Reserve was not established to be a permanent

Continued on next page



Basic Training at Hunter College, 1940s. 1,000 SPARs trained at Hunter.

- 200 SPARs volunteer for EAD during 1950s
- First co-ed OCS class, with five women graduating, spring 1973
- Women's Reserve abolished, transferring women into CGR, December 1973
- First CG woman assigned to flight training
- Coast Guard becomes first service to admit women to its academy, June 1976
- CGC Morgenthau first cutter to operate with women as permanent crew, Sept. 23, 1977
- Admiral Hayes lifts arbitrary restrictions based solely on gender, Aug. 30, 1978
- First women COs afloat & at isolated unit, January 1979

1973

1975

1976

1977

1978

1979



50

branch of the service, but was intended to be activated during the war and remain for six months afterward. With the end of World War II, and following V-J day in August 1945, the demobilization effort began and SPARs were discharged gradually along with the Reserve men.

On June 30, 1946, the SPAR demobilization-completion day came and the 10,000 members of the Coast Guard Women's Reserve departed the service in the same spirit with which they entered — with patriotism for a country they loved and helped to defend its freedom, and faithfulness to their Coast Guard which they served with pride and dedication.

Although, the SPARs of World War II left the service at the end of the war, 40 officers and enlisted women were recalled to active duty during the Korean War. Of those

40, approximately 24 stayed on extended active duty until retirement. Another 200 women also volunteered to return to the Women's Reserve on extended active duty in the 1950s. They also stayed until retirement.

Times have changed since those war years. In 1972, a Coast Guard panel studied the utilization of women and recommended expansion of the Reserve program in anticipation of admitting women into the regular Coast Guard. Thus, in 1973, Public Law 93-174 amended Title 14, U.S. Code, and abolished the Women's Reserve of the Coast Guard, transferring women into the Coast Guard Reserve, and making them eligible to serve in the Coast Guard. In 1973, five young women were commissioned ensigns and commenced three years of active duty with the Coast Guard. In 1976, the Coast Guard became the first

service to admit women into its academy.

A 50th Anniversary reunion Nov. 19-22 in Washington, D.C. will salute the thousands of SPARs who answered when their country called.

*Editor's note: This is a much abridged version of an October 1992 Commandant's Bulletin insert entitled "The Coast Guard & Women's Reserve in World War II.. If you would like a copy of the insert, write the Coast Guard Historian at Commandant (G-CPH), U.S. Coast Guard Headquarters, 2100 2nd Street S.W., Washington, D.C. 20593-0001.*



## Fond memories for first SPAR MCPO



**Pearl E. Faurie**

As the first SPAR to achieve the rank of Master Chief, Pearl E. Faurie recalls her days with the SPARs fondly. Wanting to advance quickly, it caused her to jump ship from the Navy in favor of the Coast Guard when CAPT Dorothy Stratton came recruiting in early 1943. She soon found herself working as a yeoman at Headquarters in Washington, D.C. and lived at the SPAR barracks, then located between 7th and 12th Streets on Independence Avenue. During Korea, Faurie was asked to be supervisor of typing units. She stayed on active duty into the Vietnam era, at which time she made Senior Chief (July 1, 1960) and Master Chief (Jan. 1, 1964). She retired in 1971.

Faurie has also been other places besides the top of the enlisted SPAR ranks. Now, her time is spent doing volunteer work and traveling. She's been to Point Barrow, Alaska, New Zealand, South America, the Far East, Middle East and Europe. Another place she's been recently is CG Headquarters. She and several other SPARs were honored at a Women's History Month Program last March 23.

"There were half a dozen SPARs there that I knew," said Faurie.

This coming Nov. 19-22, Faurie will no doubt recognize many more faces at a special 50th Anniversary SPAR reunion, planned for the Washington Hilton in Washington, D.C.

## SPAR 50th Reunion



The Grand Hyatt Hotel in Washington, D.C. is the site of the SPAR's 50th Anniversary Reunion. Dates are Nov. 19-22, 1992. Below are some highlights of this special event:

### Wednesday, Nov. 18

Δ Early registration, 12-4 p.m.

### Thursday, Nov. 19

Δ Registration, 10-5 p.m.

Δ Welcome aboard sing along, 6 p.m.

### Friday, Nov. 20

Δ Navy Memorial Wreath Laying, 10 a.m.

Δ Reunion cake cutting on board

CGC SPAR, 2 p.m.

Δ CG Band Concert, 7 p.m.

### Saturday, Nov. 21

Δ Banquet with entertainment, 7:30 p.m.

### Sunday, Nov. 22

Δ Memorial Service, 10 a.m.

Δ Farewell brunch, 11:30 a.m.

Δ Colonial Williamsburg Tour Group departs, 1 p.m.

For more details, contact: SPARS 50th Anniversary Reunion, P.O. Box 42820, Northeast Station, Washington, D.C. 20015 or call Jeanne Gleason at (202) 363-8935 or Betty Splaine at (703) 960-2559.

First women graduated from CG Academy, spring 1980

Female LCDR assigned duties as aide to President of U.S.A., 1984

First enlisted woman assigned command ashore billet, 1987

First enlisted woman assigned command afloat billet, 1988

First woman promoted in CWO to LT program, 1989

First woman graduated from rescue swimmer program, 1989

CGR Delegate to DACOWITS appointed during 1991

1980 1984 1987 1988 1989 1991 1992

SPARS  
celebrate  
Golden  
Anniversary,  
Nov. 23, 1992



# Tip ' the Hat



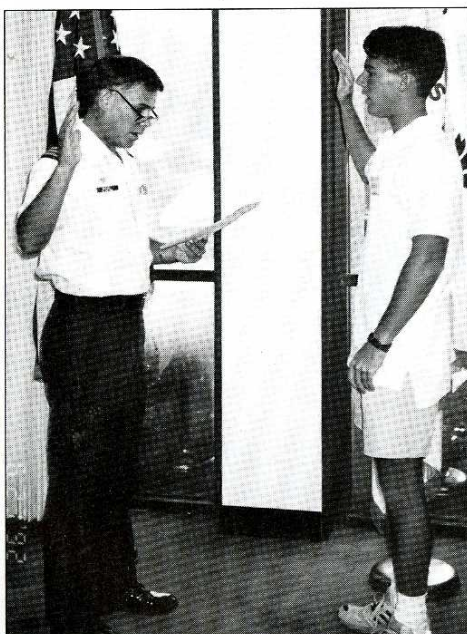
## Miami, RU Concord win NDTA Awards

Air Station Miami, Fla. and RU MSD Concord, Calif. were selected as winners of the 1992 National Defense Transportation Association Award recently.

The award recognizes both the Active and Reserve Coast Guard units that distinguished themselves in operational transportation missions.

RU MSD Concord won the Reserve award based on its outstanding record during outloads during Desert Shield/Storm, responding to a huge increase of shipping through Naval Weapons Station Concord, readiness and augmentation efforts, and community involvement. This involvement included participation in Toys for Tots and holding yearly blood drives.

## Like father, like son...



CDR Richard Krissel swears his son, John, into the USCGR in Miami June 28. The younger Krissel came in under the RK Program.

## USNL D1 Outstanding Reservist honored

PS2 E. J. Doucette of RU Burlington, Vt., was recently named the Navy League's 1st Coast Guard District Outstanding Reservist. The award was presented to Doucette during a ceremony at Support Center Boston Aug. 8. A senior and honor student at Norwich University, Doucette is also president of the Semper Paratus Club for Coast Guardsmen.

## Texas ROA names OJO

LT Henry G. "Jerry" Welch of RU Port Arthur, Texas, has been named the Outstanding Junior Officer for 1991 by the Texas Reserve Officers Association. He received the award at the Texas ROA Convention in Dallas April 25.

### Graduations

SK1 E. J. Barnes, formerly of RU SW Harbor, Maine, completed a second graduate degree recently, a Certificate of Advanced Graduate Study in Educational Administration from the University of Maine at Orono.

### Retirements

CWO4 Charles J. Toler, RU Baton Rouge, La.

### Taps

• PS1 Stanley J. Poquadeck, USCGR, 57, passed away May 23, 1992, in his Hamburg, N.Y. home after a brief illness. Poquadeck, a Coast Guard Reservist since 1975 and retired New York State Policeman, was a veteran of the Korean conflict and Desert Storm. On April 26, 1992, a special ceremony was held in his honor at CG Base Buffalo and was attended by members of CG Group Buffalo and the New York State Police. At the ceremony, he was awarded several medals including the Southwest Asia Service Medal and Kuwait Liberation Medal. He is survived by his wife Jane Michalski, three daughters, Diane Leffingwell, Laurie Poquadeck and Amy Polakiewicz, his stepmother, Louise Poquadeck, two sisters, Carole Dean and Jean Flagler, a brother John, and stepbrother, Jerry Evans, and one granddaughter. Interment was at Lakeside Cemetery, Hamburg, N.Y., with full military honors.

## Reservist, "Golden" poster win awards

The Coast Guard Reservist magazine and the CG Reserve's Golden Anniversary poster received high marks recently in the National Association of Government Communicators 1992 Blue Pencil Awards. The *Reservist* received an honorable mention in the "Periodical for General Audience, One or More Colors" category. The "This Flight is Reserved" 50th Anniversary poster placed third in the Visual Design (posters, maps) category. Work completed during 1991 was eligible for the nationwide contest. With your input, maybe we can place even higher next year.

### Awards & Medals\*

#### CG Meritorious Service Medal

CAPT J. Langjahr, D13

CDR David Powell, D13

#### Navy Meritorious Service Medal

CDR David Powell, D13

#### CG Commendation Medal w/ "O"

DCCS Jeffrey A. Miller, RU Cape May

#### CG Commendation Medal

LCDR John N. Leonard, RU Galveston

CAPT M. Johnson, D13

#### Coast Guard Achievement Medal

RDCM Preston Webster, RU York River

LT Curtis Flynn, D13

LT Jon Morris, D13

LT Brian Offord, D13

MK1 Lloyd Thurman, D13

SK1 Carol Dina, D13

LT Henry G. Welch, RU Port Arthur

GM3 David S. Monk, Jr., RU Port Arthur

#### Commandant's Letter Commend. w/ "O"

GM1 Rand I. Bartlett, RU Gloucester

#### Commandant's Letter of Commend.

LCDR John Burgoyne, D13

LCDR Eugene C. Brandau, VTU N. Calif.

LT Lurilla Lee, D13

LT Kevin Fitzpatrick, D13

LT Curtis Flynn, D13

LT William Loomis, D13

CWO Michael McNearney, D13

PSCS Eduardo Sanchez, D13

BMC James Burns, RU Wilmington

FSC Frank Whitney, D13

BM1 Arthur Stoll, D13

SS1 Claude S. McIntosh, RU Wilmington

DC1 Gary McLain, D13

EM1 Ronald Grantham, D13

PS2 Paul J. Byrd, Jr., RU Wilmington

PS2 Mark Pease, D13

BM2 Olen F. Roberts, Jr., RU Wilmington

MK2 James M. Godsey, RU Wilmington

PS2 Monty Willaford, RU York River

MK2 Frankie W. Joye, RU Wilmington

DC3 Russell Artz, D13

PS3 Joey Reynolds, RU Wilmington

PS3 Donald Halazon, D13

BM3 Edward Shiffler, RU Wilmington

PS3 Arthur Melson

#### CG Meritorious Unit Commendation

Reserve Group Galveston, Texas

\* Coincidentally, after last View by G-R on recognition, this awards list has grown considerably.





## Three reservists play role in HQ Child Development Center

WASHINGTON, D.C. — Three reservists in the capital area have been instrumental in establishing a Child Development Center at CG Headquarters. SK2 Irene Wallingford, YNC Jan Bonds and SKCS Linda Reid have filled three out of seven positions on the center's board of directors, also comprised of active duty and civilian members. The center accommodates children ages six weeks to five years and offers a variety of daily activities.

Reservists on ADT, SADT or TEMAC are eligible to enroll children in the center as space is available. For registration information, call the center at 202-267-6118.

## RU Shinnecock rescues two

By LCDR M. Colella  
SHINNECOCK, N.Y. —

Reservists operating a 44-foot Motor Life Boat from Station Shinnecock rescued two people whose kayak overturned in eight-foot seas May 9.

A nine-foot yellow kayak had overturned and drifted into treacherous Shinnecock Inlet. The eight-foot seas, coupled with a strong ebb tide, placed a 31-year-old man and 28-year-old woman in danger of being pulled out to sea. Someone on land, witnessing the couple in distress, alerted the Coast Guard.

Station Shinnecock diverted their 19-foot RHI to the scene while the 44-footer got underway to assist.

The RHI was unable to offer assistance due to the sea

conditions and breaking surf. The MLB rescued the couple, neither of whom were wearing life jackets, and brought them to a local marina where they were met by an ambulance and transported to the hospital. Both were treated for hypothermia and released. Their kayak, however, was unable to be recovered.

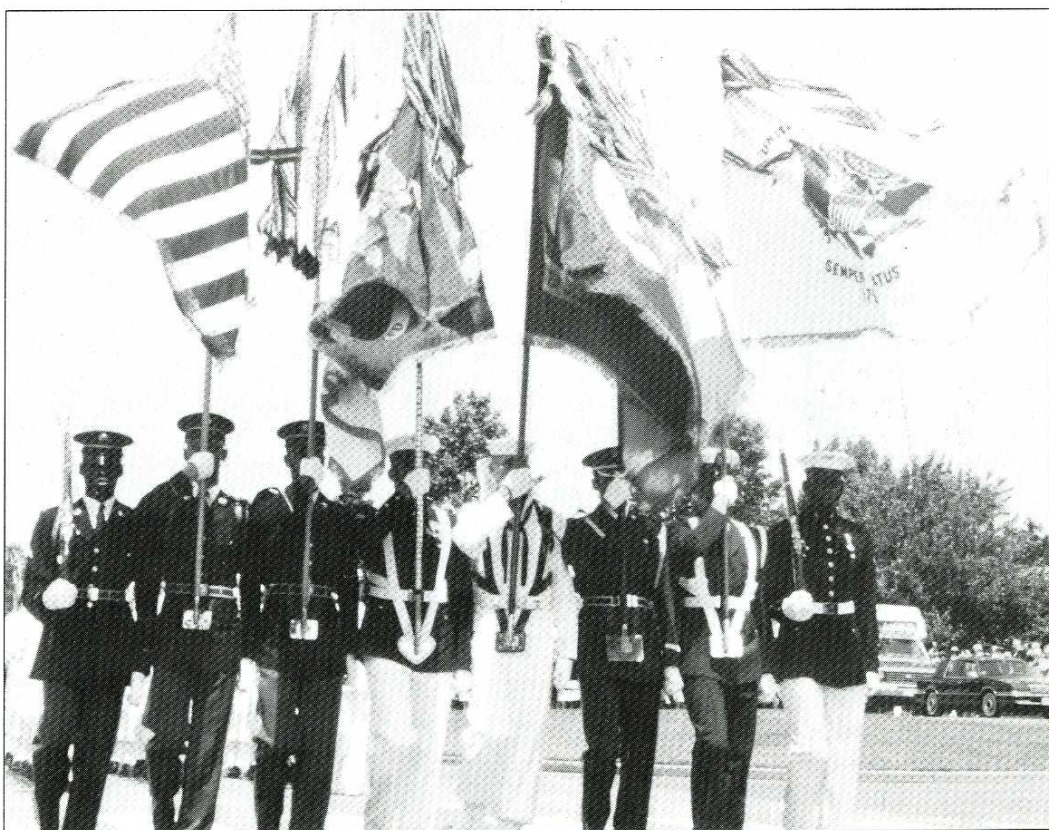
Assisting in the rescue were Station Shinnecock reservists QM3 Joe Klobus, BM3 Lee Hayman, MK1 Nick Liss, BM3 Scott Grill and SN James Rizzitello.

## Procession for Paderewski...

*A joint-service color guard, including Coast Guardsman SN Tyler Hall, second from right, leads a procession carrying the remains of Polish statesman and musician*

*Ignacy Jan Paderewski through Arlington National Cemetery June 27. The Coast Guard Honor Guard also marched in the procession while 45 Coast Guardsmen from Headquarters, both Active and Reserve, served as part of a joint-service cordon that extended throughout the cemetery. Paderewski's remains had been temporarily stored in the USS Maine memorial in Arlington National Cemetery following his death on June 29, 1941.*

*He had requested that his remains be returned to his homeland when Poland became a free nation.*







## Boothbay volunteer efforts recognized by Maine legislature

By YN3 T.S. Howard,  
RU Boothbay Harbor

WEST BOOTHBAY, Maine — The Legislature of the State of Maine recently recognized the volunteer efforts of RU Boothbay Harbor for "community service and restoration of the 1942 Liberty launch *Opportunity* for the Community Employment Project of Portland...." During the past winter months, reservists and family members of RU Boothbay volunteered over 500 hours of labor during the restoration of this unique vessel, which first saw service with the Navy during World War II.

According to RU Boothbay Harbor Commanding Officer, CW03 P.S. Hoffses, the Community Employment Project of Portland is a community outreach project that allows an alternative education opportunity for students outside of mainstream education.

"The director of the program approached one of our reservists and asked for some help with the *Opportunity*," said Hoffses. "We were looking for a project that would allow our unit to gain some needed experience working on a vessel and one that would help us to establish ourselves in the community. We took a look at the *Opportunity* and the unit decided to take on the project."

MKC Brian Agaman, RU Boothbay Executive Petty Officer, says the vessel's name *Opportunity* is a very apt description. "The vessel provides a valuable marine learning opportunity for the young men and women that work with *Opportunity* in the Community Employment Project," said Agaman. "But perhaps more important — at least to RU Boothbay — it provided us with an opportunity to become better appreciated by the local marine community. Every weekend and many nights, local mariners would see us at the boatyard and after a while they began to understand this was a volunteer project. We sensed reluctance on the part of some local people to come over and talk to us. However, that soon dissipated and we eventually had a few local folks working with us."

According to Chief Agaman, reservists (on their own time) visited local businesses and explained the details of the project.

"The result of these visits paid dividends through donated supplies and materials totalling roughly \$1500," said Agaman. "I was delighted by the generosity of local merchants. Many people donated to this effort through various ways."

Hoffses says the project gave the 15 enlisted unit personnel a chance to use the skills they train for.



MKC Brian Agaman, left, and MK1 Mark Kelly, right, begin the break down of rebuilding the reduction gear for RU Boothbay Harbor's community project, M/V *Opportunity*.

Photo by YN3 T.S. Howard, RU Boothbay Harbor



## CG/CGR rescues flood victims

By PA3 Charles Rucker and  
LTJG Jeff Carter

HENRYVILLE, Ind. — When severe storms hit southern Indiana and northern Kentucky Aug. 8, they dumped up to nine inches of rain in some areas. Group Ohio Valley relayed a call to MSO Louisville from the Henryville, Ind. Fire Department that flash flooding along Silver Creek, a tributary to the Ohio River, was affecting houses, vehicles and citizens in Henryville and the surrounding areas. Coast Guard assistance was requested.

It happened to be a scheduled drill weekend for RU Louisville and Disaster Response Teams were assembled in record time. Led by the Reserve unit's LT Mark Newton and

*Continued on next page*





Photo by PA3 Charles Rucker, USCGR

**MSO and RU Louisville personnel help flood victims onto a bank in Henryville, Indiana.**

### *Continued from previous page*

MSTC Cecil McNutt of the MSO, 12 reservists and three active duty Coast Guardsmen deployed to Henryville armed with flood relief punts and medical gear.

The team reached Henryville (approximately 20 miles north of Louisville) and was asked to respond to a bridge where motorists had been stranded by flood waters. While en route to the bridge, the lead boat came across a four-wheel drive truck stalled in four feet of water on what used to be a two lane blacktop road. Three people were removed from the truck and taken back to the fire department.

The flood punts then proceeded to the bridge, which had become an island as water surrounded the motorists for a mile in both directions. Six adults and four children were waiting on the bridge and all appeared relieved as the Coast Guard boats drew near. BM2 Jeff Rahn had to convince one distraught little girl to don a life vest by assuring her "...this is a teddy bear vest, it won't let anything hurt you." As soon as everyone had been fitted with a life vest and assisted into the boats, the team launched the punts and headed back to the safety of dry ground.

A near catastrophe occurred on the return trip when the engine on one of the punts stalled and that boat was caught in the current of the rushing water. The situation

grew tense as PS1 Ray Spann tried desperately to restart the engine. BM3 Richard Harris had to hold the boat against the current using a boat hook while attempting to reassure the passengers. When the force of the current seemed ready to overpower Harris, MST3 Scott Geeting jumped into the flood waters and grabbed the punt. Geeting was able to hold the punt long enough for Spann to get the engine restarted and avert a potential disaster.

As soon as the boats reached land, the Henryville Fire Department escorted the flood victims to a Red Cross shelter for food, blankets and medical attention.

Operations were secured that night by 9 p.m., and the response teams headed back to Louisville. They were tired, wet and happy to have been able to do what the Coast Guard is famous for — helping those in distress.



## **Reservists assist with Osprey recovery**

By PA3 Pamela Sanders, G-RS-1

QUANTICO, Va. — When SN Asia Stoltmann of RU Washington's CGC CAPSTAN Augmentation Team reported aboard to perform her monthly drill July 20, she had no idea what was in store for her over the next few days. Stoltmann, along with several other members of

the team, were about to be given yet another opportunity to establish themselves as a vital part of the CAPSTAN crew.

That afternoon, a message came in from Group Baltimore that a V22 Osprey with seven on board had crashed at 1:42 p.m. into the Potomac River off of Quantico Marine Base.

The CAPSTAN immediately dispatched its 22-foot TAN-B to assist — Stoltmann was part of the crew. Arriving at the crash site, TAN-B immediately established a Maritime Security Zone for a military salvage operation. CAPSTAN, which followed along with the TAN-B, stayed on site until the operation was complete.

After three grueling days, six of the seven bodies on board the Osprey were located and recovered by the CAPSTAN crew with the aid of Navy SEALs and local fishermen.

Although Stoltmann was only



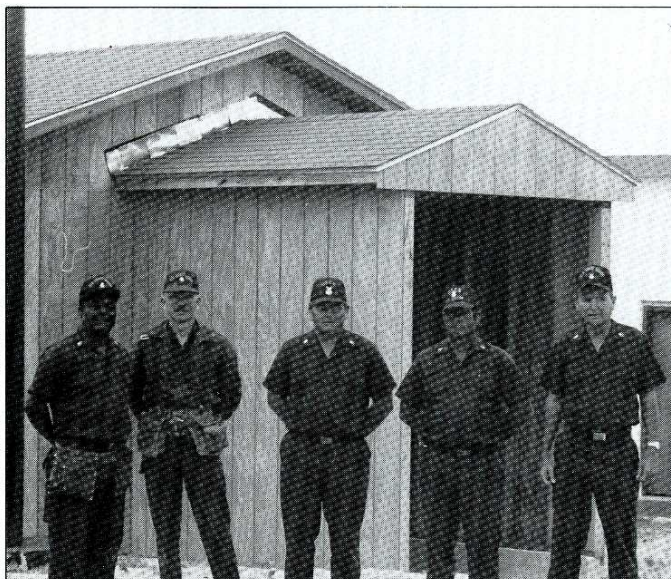
## "Constructive" ADT...

scheduled for one day, she volunteered to stay on site, providing assistance until she was relieved July 24.

BM3 Letitia Nelson, BM3 Ron Burns, and MK2 Debbie Altman, all reservists, met CAPSTAN at Quantico where they stood watches to give other members of the crew a much needed break. The nine-member augmentation team has been drilling aboard CAPSTAN, a 65-foot tug, since 1990. The team members drill individually rather than as a group. This allows maximum flexibility for the reservists as well as CAPSTAN's crew.

Reservists attempt to support the active duty members whenever possible. "Our ultimate goal is to become full-fledged partners with the CAPSTAN crew," said CDR Sharon Armstrong, Commanding Officer of RU Washington. "We are striving to earn their confidence and thus expand their independence as they rely on us more and more."

Photo submitted by LTJG Doug Schwalm, RU Fort Macon PAO



Reservists from RU Fort Macon, N.C., spent their two weeks ADT in a very "constructive" manner this past May. They assisted their active counterparts in constructing a 20-by-40 foot hazardous waste storage building. Pictured here are Fort Macon reservists DCC E.L. Langston, MKC W.T. James, MK1 C.W. Gaskins, DC2 R.F. Anderson and PSI J.A. Mills.



### New Georgetown unit commissioned

GEORGETOWN, S.C. — RU Georgetown was commissioned July 18 at Coast Guard Station Georgetown, SC. The new unit will augment the station's 24-member full-time base force.

The 19-member unit's Commanding Officer, LCDR Trevor Hughes, says the unit has a "fully qualified crew that is ready to assume duties."

Attending the commissioning ceremony were U.S. Rep. Arthur Ravenel Jr., R-Charleston; RADM Fred S. Golove, USCGR; CDR Ronald White, Reserve Group Charleston; and Georgetown City Councilman Lynn Wood Wilson.

"It's comfortable to be on the water and know the Coast Guard is nearby," said Wilson.



### Slapshot '92 reflects new era in Res ops

By PA3 Sam Goforth, RU Dallas  
HOUSTON, Texas — According to organizers of Slapshot '92, a new era in military Reserve force operations is being entered into. This training exercise, attended by some 75 reservists from Dallas and Houston, reflected those changes.

The port security drills consisted of mystery spills in the ship channel, vessel compliance boardings, tank barge monitorings, and container inspection. Boat crew training involved break-in, specialization, boarding procedures, small boat operations, helo operations, first aid and CPR.

The reservists were divided into four groups. They performed three training items on Saturday and two on Sunday. A critique of the exercise capped the two-days of training.



### Faith, fate & CG save capsized campers

Info. from BM1 B. Wells, USCGR  
NORTH SPRINGFIELD, Ohio — Some call it faith — others fate — but eight campers and counselors from Judson Baptist Camp are thankful the Coast Guard out of Ashtabula was out on Lake Erie during the late morning hours of June 16.

John Elliot Jr., 18, the camp's water safety instructor was giving six campers a sailing lesson when one of the sailboats capsized. Unable to right the capsized boat, the campers, along with Elliot and another counselor, clung to one boat in the 60-degree water which was accompanied by 15-knot winds.

"We sang a couple of songs together and we prayed together," said Elliott.

About 45 minutes after the capsizing, a Reserve boat crew out of Station Ashtabula was returning from an earlier distress call when

*Continued on next page*



*Continued from previous page*

they spotted the campers.

"On the way home we just happened to see them," said BM1 Brian Wells. "They were waving paddles and arms."

Wells praised the camp employees saying that Elliott had the campers under control as best he could when the Coast Guard arrived on scene.

"In a situation like that, you could have panic," added Wells. "Elliot did an excellent job. He kept the kids on board which is the safest thing you can do."

All eight people, ranging in age from 9 to 18, were brought on board CG44310. Wells checked all people and found several were suffering from early stages of hypothermia. After turning the campers over to the rescue squad in Conneaut, Ohio, they were treated and released at Brown Memorial Hospital. The Coast Guard returned to the scene and towed the capsized sailboat into Conneaut at the owner's request.

Reservists manning CG44310 were PSC Dunn, BM1 Wells, MK2 Battin, MK2 Fried and BM3 Turner. Back at Station Ashtabula, Petty Officer Bill Claypool, Officer in Charge said the chances of the Coast Guard seeing the group the way they did were not very good.

"I'd say they were pretty lucky," said Claypool.

But the camp's managing director, Rev. Kenneth E. Thomson, saw it a bit differently. "Elliot was praying with the kids and the prayer was answered."

## **Duluth evacuation monitored by CG/CGR**

By PS1 Pat Phillips, RU Duluth

DULUTH, Minn. — Early on the morning of June 30, a Burlington Northern train derailed on a bridge crossing the Nemadji River, just outside Superior, Wis. Three tank cars dropped off the bridge with one tanker containing a mixture of chemicals (aromatic concentrate), the major portion of which was benzene.

## **Plum Island Coasties rescue two**

By PS1 Donald Fitzgerald, RU Niagara River

PLUM ISLAND, Wis. — BM2 Robert S. Lemon, USCG and MK3 Todd M. Kerr, USCGR, of CG Station Plum Island performed an off-duty rescue of two men who had fallen from their 14-foot boat.

At approximately 4:50 p.m. on July 20, Alan Domer experienced a heart attack and slumped over the electric outboard motor of his fishing boat. His son, Jeff, attempted to help him, but the boat became swamped in the 60-degree water.

Lemon and Kerr, who were on liberty and fishing roughly 100 yards away, heard the call for help and immediately moved to assist the distressed men. As Kerr maneuvered his boat close to the swamped boat, he noticed that the Alan Domer had become tangled in the fishing lines and that Jeff Domer was keeping his head above water.

While Lemon got Alan Domer to grasp the side of the boat, Kerr pulled Jeff Domer aboard. Kerr then entered the water and guided the swamped boat to shallower waters where he and Lemon were able to pull Alan Domer aboard. Kerr radioed Station Plum Island for medical assistance, while Lemon prepared the men for the one-mile trip to the station.

Upon reaching the station, both Domer's were transferred by Washington Island Rescue Squad to Washington Island Medical Center. Alan Domer, in his mid-70s, received treatment for his heart attack while both men were treated for hypothermia. Both were released from the hospital several days later.

"It was different than when you're on duty because then you can prepare yourself mentally," said Kerr.

CG Station Plum Island is one of the seasonal Summerstock, Reserve-augmented SAR stations in the 9th District. Lemon is assigned there full-time while Todd is an augmenting Summerstock Reservist from Kent City, Mich.

The tank cars landed in the river 80 feet below and ruptured, releasing as much as 30,000 gallons of the chemicals into the water. Much of the chemical mixture turned to vapor causing a noxious cloud to form. As the cloud moved over the Duluth/Superior area, emergency personnel rushed to evacuate 50,000 residents of Superior, Wis. and Duluth to avoid a possible chemical disaster.

CDR Clay A. Fust, CO of the Duluth CG Marine Safety Office, acted as the first federal officer on scene for the Environmental Protection Agency. His office coordinated all federal activity on the scene for the next 15 hours of the emergency.

*Continued on next page*

**When a train derailed June 30 near Duluth, Minn., it spilled benzene into the Nemadji River and hundreds of 2-by-4s from the train cars.**





LT Gregory V. Guenard, RU Duluth's training officer, was the operations officer during the assessment, monitoring, and clean-up phases of the accident. As a member of the Douglas County, Wis. Sheriffs Department who serves as Deputy Director of Emergency Management, Guenard served as operations officer and liaison to CDR Fust and the Coast Guard.

CW03 James Upthegrove, of RU Duluth, also responded at the scene of the accident. Beginning at 5 a.m., working with Marine Safety Office personnel, he investigated the extent of the river and land contamination and assisted in the evaluation of the extent of the vapor cloud.

As the last day in June came to an end, Coast Guard personnel continued to monitor the private contractors who responded to do the final containment and clean up. No serious injuries were reported by any of the civilian population in the Twinports and by July 3, all residents were back in their homes.

Thanks to the Coast Guard, the Coast Guard Reserve, and the other emergency services, both state and local, the system worked — lives and the environment were preserved.

## Flame River tests skill in repelling "enemy"

CAMP PERRY, Ohio — A two-week exercise here tested the ability of PSU 302 and Navy MIUW 214 to guard "Perry Port," a pier and shoreline against any potential intruders, terrorists or would be enemies. Flame River '92, which ended Aug. 28, included approximately 100 personnel from the CGR, namely PSU 302 from Cleveland. Acting as the Opposition Forces (OPFOR) were Navy SEALs, CG Auxiliarists and National Guardsmen. OPFOR attempted to penetrate the port in small boats, using underwater swimmers to plant mines and other explosive devices, and to infiltrate shoreline. RADM Lockwood, G-R, was on hand to observe the exercise along with RADM Fisher, USNR and CAPT Goldhammer, G-RER, and other members of the RER staff.



## Reservists have friend in D11 CEA

By PAC Bob Borden, USCGR

LONG BEACH, Calif. — Reservists who may feel overwhelmed in attempting to solve miscellaneous administrative problems have a friend in YNCM David Ojeda, command enlisted advisor for the 11th District.

The 22-year Coast Guard veteran claims to know just about everyone at the district's headquarters office in Long Beach. Ojeda says knowing such persons and having access to them is invaluable in his job of helping others.

"All I do is take the problem to the right people," said Ojeda. "A lot of reservists in the field don't have this advantage. I just want to make sure the people who may have problems with pay or anything else can get quality solutions to those problems."

Though the focus of the command enlisted advisor has traditionally been associated with regulars, Ojeda has made an effort to reach out to reservists since he assumed his current position over two years ago. He created a district instruction for collateral duty command enlisted advisors that included reservists and

also started a toll-free phone number (1-800-832-1911, Ext. 210) that goes directly to his office.

"That telephone line isn't just for Monday to Friday working hours," Ojeda emphasizes. "Anyone can call it every day of the week. Persons who leave a message will get an answer from me, even if I'm on the road."

Ojeda, who has already visited every regular unit in the District, has also visited every Reserve unit in D11, except for one. He plans on visiting that one during the month of October.

"Once I've finished," he said, "I'll start all over again."

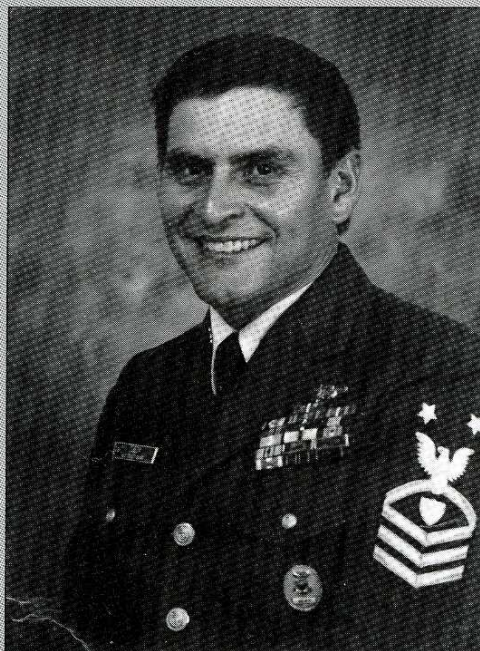
A recurring complaint Ojeda hears from reservists is about their time spent on active duty. Many have told him their talents weren't used. Others said they were simply file clerks.

"Some of my active duty colleagues are just now learning how valuable reservists are to the Coast Guard and what they can do for the organization," said Ojeda. "I don't want to see

enlisted reservists doing menial jobs. These people are professional in their civilian lives. Give them responsibility and let them take it from there."

Master Chief Ojeda, who claims to have the best job in the Coast Guard, expects to remain in his position at least until 1993.

"I can still beat the alarm clock in the morning because I'm excited about going to work," he said. "It's a challenge to take care of any type of problem that comes your way."



YNCM David Ojeda, D11 CEA



# 13<sup>th</sup> District

## Seafair a "Victory" for Team CG

By YN2 B. E. Borthwick, D13(rs)

SEATTLE, Wash. — Seafair has been an ongoing gala event on the water and land here for the past 42 years. The 1992 Seafair, held July 31 through Aug. 3, was a resounding success. A big reason for the success of this year's event was the coordinated efforts of the 13th District's Active, Reserve, and the Coast Guard Auxiliary components. Land, water, and air units were all involved in Seafair...one of the largest marine events in the nation.

The following statistics and comments bring to light what was faced



Photo by YN2 Bruce Borthwick, D13(rs)

*RHI crews during Seafair lunch from the CGC Bayberry.*

and accomplished this year.

Δ Estimated 9,000 spectator vessels during the four-day event — 4,500 on race day.

Δ Most CG resources assembled for one event in the 13th this year.

Δ During four days: Eight (8) SAR; six (6) MEDEVACS

Δ Group Seattle units also worked seven other non-Seafair related cases during the same period.

Δ Aggressive, professional, provocative CG safety patrol: 147 vessels boarded, nine (9) terminated for unsafe conditions. Also, Coast Guard and Seattle Harbor Patrol cited four

BWI's.

Δ Positive feedback was received from the public on how the CG controlled the event and enforced the no wake safety zone.

Δ CGC BAYBERRY acted as a crew rest platform, a new idea implemented this year. It served as a welcome addition to the CG fleet. Many crew members remarked on the excellent service and food BAYBERRY provided.

Δ An estimated 4,000 total man hours were expended onscene during the four-day event.

# 17<sup>th</sup> District

## Juneau reservists play key role in drill

By PA3 Erik Lott, D17(dpa)

JUNEAU, Alaska — More than 100,000 people flock to Juneau every year via cruise ships. To guard against cruise ships sinking in a blaze, MSO Juneau and D17 Reservists — coupled with a myriad of local emergency response teams — hold cruise ship drills periodically to ensure safety at sea.

One of these drills occurred Aug. 18 aboard the 800-foot Dutch cruise ship *Westerdam*. Coordinated by MSO Juneau, the large-scale drill tested the skills of the foreign crew and Juneau-area police and firefighters in a mock fire. For two full hours, Juneau's response teams were scored on their skills in dealing with fire, medical emergencies, transportation, equipment readiness, communications and other local contingency plans.

The drill coordinators made the drill as real as possible, and ensured the crew members were handicapped as they would be in a real-life fire. All firefighters wore complete masks over their face. Blinded, they had to locate the injured and carry them to safety. The 41-footer from Station Juneau was ready to rush victims to shore.

According to LT Scott Ferguson, MSO Chief of Inspections, the CG has taken a highly active role in preventing death at sea including routine boardings and fire drills with local and cruise ships' emergency response teams. A similar exercise is being planned for 1993.



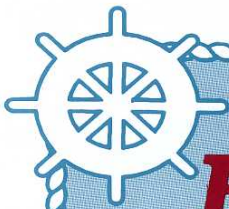
Photo by PA3 Erik Lott, D17 Public Affairs

*A blindfolded firefighter from the Westerdam heads to the callings of a mock victim during a large-scale fire drill coordinated by MSO Juneau Aug. 18.*

# 14<sup>th</sup>

*Iniki hits Kauai while Omar pounds Guam, see Page 9*





# First Call to Quarters

## Automated ADT pay update

By LTJG D. Prather (G-RST-1)

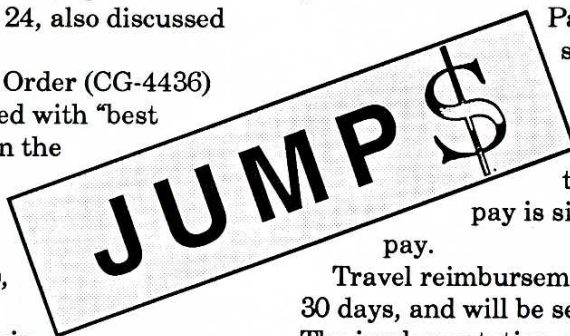
Joint Uniformed Military Pay System (JUMPS) is the system currently processing IDT and active duty pay. During the second quarter of FY93, Reserve ADT pay and travel is scheduled to be transferred to, and processed in JUMPS. This project is one of many designed to reduce problems encountered as a result of going from Reserve to Active to Reserve status. A previous article in the March/April 1992 *Reservist*, Page 24, also discussed this topic.

The Reserve Order (CG-4436) will be completed with "best estimates" when the reservist arrives at the duty site (reporting unit), so that the pay process may begin. The reporting unit will call (or FAX or E-Mail) the information to their PERSRU the same day. The reporting unit's PERSRU will use the information provided to begin base pay.

Round trip travel itinerary will be documented on a Travel Voucher (DD 1351-2) instead of Page two of the Reserve Order. The Reserve Order form will be changed — Page two will be blank — Page one will have minor changes. Before leaving the reporting unit, the reservist should complete the Travel Voucher. Once duty is complete, the reporting unit will send the finalized original

Reserve Order and the original Travel Voucher to the reporting unit's PERSRU and travel office to reconcile and close out the pay account and process travel reimbursement.

Reservists will receive their ADT pay via check or direct deposit on the mid-month and/or end-month payday after reporting for duty, depending on when transmissions from the PERSRU to JUMPS are performed.



Payment may be split between paydays. The total turnaround time for ADT pay is similar to IDT pay.

Travel reimbursement is typically 30 days, and will be sent via check. The implementation of the Travel Liquidation and Certification (TLC) project at travel offices throughout the country, coming on-line in FY93, should cut the travel reimbursement time in half and allow for direct deposit.

During ADT, the reservist's point of contact is the reporting unit's PERSRU. However, the district RPERSRU/RMSA is the reservist's point of contact **before and after** ADT. The RPERSRU/RMSA will track the payment process via copies of documents received from the reporting unit's PERSRU and travel office.

Official changes to publications are forthcoming.

## Attention CWO Candidates!

ALDIST 225/91 (241320Z SEP 91) announced the Officer Aptitude Rating Test (OAR) would replace the Warrant Officer Selection Battery (WOSB) for all future Reserve CWO Selection Boards starting in FY93. If you intend to apply for the FY93



Reserve Enlisted to Warrant Program, you must take the OAR no later than Dec. 31, 1992. Consult your training officer for additional details regarding this important change.

CWO vacancy projections are not available at this time because of ongoing budget/strength reductions and CPAL changes. However, the Reserve Program does not anticipate granting waivers for any warrant specialties for next cycle. It is highly likely that some Reserve CWO specialties will have no selection opportunities at all, and others will have very limited potential for CWO appointments. There will be no appointments within the Reserve Aviation Engineering (AVI) Warrant specialty because there are no CWO billets authorized for that specialty. Look for details in ALDIST 312/92 (092301Z OCT 92).

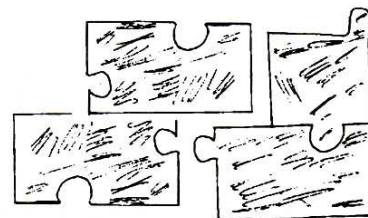
Coast Guard Headquarters' Reserve Training's (G-RST) Point of Contact is YNCM Ralph Emerson at (202) 267-0630.

## Andrew Response Team t-shirts...

...Are available from D7 morale. **Front:** Andrew response team with CG; (half circle) with CG ratings in a rope circle. **Back:** Semper Paratus. Sizes: L, XL, XXL. Make checks for \$8 payable to: CGD7 Morale Fund, mail to CDR (aps-1), 7th CG District, 909 SE First Avenue, Brickell Plaza Federal Building, Miami, FL 33131-3050. Point of Contact: Peggy Bolton, 305-536-5850.



# Putting the Pieces in Place: An Improved RK Program



By LCDR Michael Price, G-RST-2

*This is a follow-up article to the "QAT focuses on RK Program" that appeared in the March/April issue of The Reservist, Page 27.*

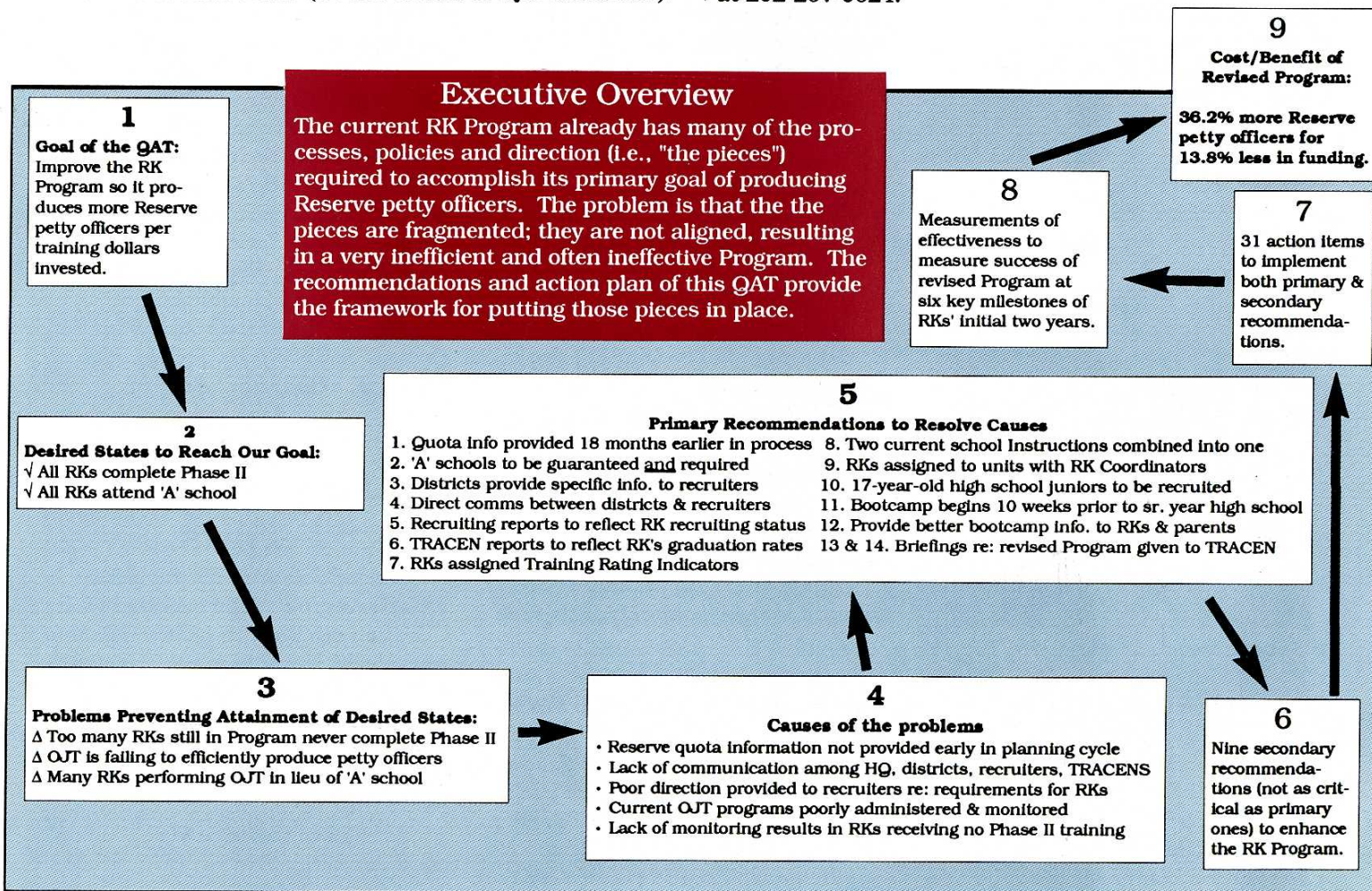
On May 29, 1992, the final report of the RK Program Quality Action Team (QAT) was presented to the G-R Quality Management Board (QMB) for approval. The diagram below is an executive overview of the findings presented in the 88-page final report. Copies of the final report are available on a "specific need" basis. The QAT met almost weekly for four months evaluating the current procedures and developing new procedures to improve the RK Program.

The QAT was formed using a cross section of experts from each level of the Coast Guard organization involved with the RK process. Those individuals included: CDR Dan Riley, DL(rs), LCDR Doug Pine (G-PRJ), Mr. Robert Calvert, D5(rst), LTJG Phil Zarone (G-RSP), ENS John Beamon (G-RST), PSC Jack McKinnon (COMRESGRP BOSTON), LCDR Lou Farrell (G-RST & team leader), and LCDR Mike Price (G-RST & team TQM facilitator).

Using Total Quality Management procedures, the RK QAT was fully successful in identifying and validating the root problems affecting the RK Program. Further, the QAT determined and recommended key process changes needed to correct these problems. All 14 primary and eight secondary recommendations were approved for implementation by the Chief of the Office of Readiness and Reserve.

Implementation of some recommendations is now underway. A detailed plan was developed to identify the steps needed to fully implement and measure the effectiveness of the QAT recommendations. It is estimated that the complete modification of the RK Program will require between 12-15 months, although most of the major changes will be implemented by the end of this calendar year. The revised RK Program is expected to produce 36 percent more petty officers using 14 percent less funds.

Questions concerning the revised RK Program should be addressed to LT Robert Stohlman, G-RST-1, at 202-267-0625. Matters related to the TQM process used should be addressed to LCDR Mike Price, G-RST-2, at 202-267-0624.





# Marine Safety Program

## Exploring methods to improve Reserve support of Marine Safety Missions

By CDR R. Parmentier, G-MPS-2  
& LCDR Michael Price, G-RST-2

A natural working group (NWG) was formed in April 1992 to identify the Marine Safety Program's contingency resource requirements. In conjunction with this effort, the NWG is also reviewing new methods to expand and improve Reserve support of Marine Safety related units. The goal is to improve mission performance while reservists train for surge operations.

The Coast Guard's need for and use of its Ready Reserve is undergoing significant scrutiny, analysis and change. In the past, readiness plans and Reserve mobilization training concentrated almost exclusively on military operations to meet national defense contingencies up to and including global war. National security however, is more than just national defense.

The Coast Guard recognizes it's national security role includes planning for, and responding to, contingencies that affect the nation's maritime interests and transportation infrastructure. Some examples of these contingencies are: Response to natural disasters in the maritime environment, major oil spills and hazardous chemical releases, significant marine transportation accidents, large scale maritime law enforcement operations, and national defense operations. The Coast Guard Capabilities Plan and several other supporting documents are undergoing major revisions to reflect these changes. These results will have a profound effect on the Marine Safety Program and the

### Chance for reservists to step in

In addition to changes to the National Security Strategy, the Marine Safety Program's missions and responsibilities have also increased dramatically. Fishing vessel inspections, enforcement of OPA 90 oil pollution regulations, container inspections, recreational boat factory inspections, and key asset protection facility inspection have all been added to an already full inventory of marine safety, security and environmental response requirements.

In almost every case, additional full-time billets were not provided to support these new mission requirements. As a result, at the local level, marine safety related units are often understaffed and

*"The Office of Marine Safety, Security and Environmental Response views this situation as an excellent opportunity for Coast Guard Reservists to provide support and add value to accomplishing Marine Safety missions..."*

overworked, especially during sustained surge operations. The Office of Marine Safety, Security and Environmental Response views this situation as an excellent opportunity for Coast Guard Reservists to provide support and add value to accomplishing Marine Safety missions, while the reservists are training for surge operations.

In its current state, the organization and operating procedures of the Reserve Program have restricted the Coast Guard's ability to employ its Reserve resource to the fullest extent. There have been some successful marine safety unit/Reserve integration programs. However, these programs have been implemented sporadically nationwide, and operated without clear direction from either the

Program or the Reserve Program. These experimental efforts have tended to collapse when key personnel were transferred.

To address these problems, the Office of Marine Safety, Security, and Environmental Protection and the Office of Readiness and Reserve have combined resources to form an "M" and "R" Natural Working Group (M & R NWG). Using Total Quality Management (TQM) methods, this NWG is addressing the process of change, going from a current state to a desired state. The comparison of these states is expected to yield the changes necessary to reach a desired state. The M & R NWG has identified 28 primary problems that are preventing the full and effective use of Reserve resources by the Marine Safety Program.

Some examples of the problems identified are: Misalignment between reservist's augmentation site and mobilization site, most marine safety units have no feeling of ownership toward augmenting reservists and are often unwilling to make the investment in time for training, and there is too much Reserve administrative work for Reserve officers to practice mobilization skills.

### Project evaluation

In addition to problem analysis, the M & R NWG is gathering data from other initiatives to capitalize on work already done in the field. Some of the initiatives the M & R NWG are presently evaluating include: the Coast Guard Small Boat Station Staffing Study, the Marine Environmental Protection NWG that recently met at Yorktown, Va., the COTP/OCMI Portland, Ore. Surge Planning Project, the MSO San Francisco Model Unit Project, the National Strike Force Project (RU Salt Lake City) and the MSO

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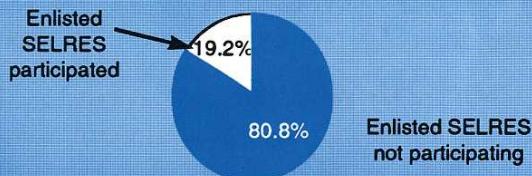


# CG Reserve Servicewide Exam

Reservists have just completed the 1992 Reserve SWE. Those results are still being tabulated. But, how did we do on the 1991 SWE? Here are some telling statistics:

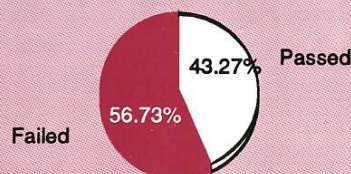
## Participation

SELRES Enlisted Onboard Strength: 9783  
Participated in 1991 Reserve SWE: 1881  
Percentage of SELRES participated: 19.2%



## Success Rate

Passed: 814 — 43.27%  
Failed: 1067 — 56.73%  
Total: 1881 — 100%



## Advancements by Pay Grade

Pay Grade	Eligibles	Advanced	%Advanced	% of Billets
E-9	44	2	4.5	.8
E-8	123	12	9.7	1.9
E-7	195	110	56.4	9.9
E-6	166	146	87.9	20.0
E-5	247	202	81.7	25.3
E-4	39	33	84.6	29.6
E-1/2/3	N/A	N/A	N/A	12.5

Rates for which there were an inadequate number of advancement eligibles to fill available vacancies:  
\*BM1, DCC, ETC, FSC, FS1, FS2, FS3, FT1, FT2, GMC, GM1, GM2, HSCS, HSC, HS1, HS2, IVCS, IVC, IV1, IV2, MK3, PACM, PA1, PA2, PS1, PS2, QMC, QM1, QM2, QM3, RD1, RD2, RMC, RM1, RM2, SKCM, SKCS, SS1, SS2, TT1, TT2, YN1, YN2.

\* Billet reductions/Contingency Planning Allowance List (C-PAL) changes may invalidate/change this listing prior to projecting/authorizing 1993 advancements. Source: YNCM Ralph Emerson, G-RST-1

## Marine Safety...

*Continued from previous page*

Wilmington, N.C. Reserve Integration Project.

On June 22, 1992, RADM Arthur Henn of the Office of Marine Safety, Security, and Environmental Protection and RADM John Lockwood of the Office of Readiness and Reserve were briefed on the formation of the M & R NWG and the findings of the group to date. Both admirals wholeheartedly endorsed the formation and continuation of the NWG. They directed the NWG to continue evaluating and planning for refocusing Reserve support of the Marine Safety Program. The completion date for the NWG's final

been set for June 30, 1993.

To keep you informed during the process, update articles will be published in *The Reservist*. Representatives from the NWG will attend several Marine Safety and Reserve Program conferences this fall and winter providing progress briefings.

If you have any questions about the M & R NWG or have specific recommendations for the group, please contact CDR Randy Parmentier (G-MPS) at (202) 267-0475 or LCDR Larry Barrow (G-RSP) at (202) 267-0567. Written comments are welcome and should be addressed to Commandant (G-RST-2), 2100 2nd Street, S.W., Washington, DC., 20593-0001.



**Long-Term TEMAC/SADT/EAD**

**None available as of 10/15/92**



# On Deck

By MCPO Forrest W. Croom

Command Enlisted Advisor,  
Coast Guard Reserve



The results of the survey published in the March/April 1992 issue are complete. I believe some of the results are very interesting. Over 100 returns were received (117 to be exact), which is much greater than I expected, but not as many as I would have liked.

The first question was, *Can you attend CG Reserve Course of Instruction more than two weeks per year?* Of the 117 who responded, 106 (90 percent) indicated they could do more than two weeks training.

The second question read as follows: *Could you attend a COI scheduled in several parts per session during one calendar year?* 107 (91 percent) indicated they could do several short periods of training any given year.

The third question asked, *What period of time can you attend a COI?* Forty one (41) percent of the respondents indicated anytime was fine for training. Nineteen (19) percent preferred April through June. Surprisingly, 16 percent preferred the January-March time frame. The traditional June-September pulled only 13 percent. The October-December time frame was the least desired time — only 11 percent responded positively to this slot.

Question number four, dealing with employment and the CPO Academy, indicated that 57 percent (32/56) of the Chiefs could attend the Academy. Of the 42 percent, (24/56) who said no, four qualified their answer. This indicates that 64 percent of the respondents could attend the six-week course. The comments indicated also that two three weeks segments would be acceptable to almost everyone.

The results, while admittedly not the most scientific, cer-

tainly indicate a change in the reservists abilities to train differently than originally expected. The findings have been passed to Headquarters Reserve Training Branch (G-RST) for consideration, and perhaps, for justifying a more systematic approach to a future survey. It could help us determine where our scarce training dollars might be used more efficiently. To those who took the time to respond, thank you. To the silent majority who didn't respond, you may have to live with the changes that may come about as the result of this survey.

July and August saw good things happen to people in the Reserve program. A hardworking, deserving seaman became trapped in the quagmire of the bureaucratic process and did not get promoted. Intervention by the proper people caused the promotion to petty officer to happen.

In the awards arena, a number of people received awards which were well deserved. One petty officer was selected as Naval Enlisted Reserve Association's Coast Guard Reservist of the Year. In two cases still pending, deserving individuals were allowed to "slip through the cracks." Those problems are being worked on and should be resolved soon.

In the last issue of *The Reservist*, RADM Lockwood addressed awarding our personnel for their contributions. His emphasis on personal leadership at all levels

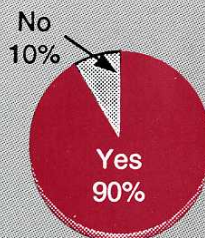
to recognize our people for deserving accomplishments and performance is well taken. That leadership can and must start with the Chief Petty Officers — the catalysts for getting things done. I challenge every Chief Petty Officer to take care of your people and see that the proper recognition is given for the job done. That is what the anchor symbolizes — the object which keeps a vessel from drifting, to give stability, security, and to serve as the end person of the team.

When I travel, I make it a point to meet with the CPOs as a group. The talent in those groups are without equal. All that is needed is to put that talent to work. Use the network to take care of the Captain and the Crew. When that job is done, the anchor will wear so much better and will not be near so heavy. But, don't let it stop there. Take it from there and keep going. I have so much more to talk about, but am out of space. I'm at your service if needed.

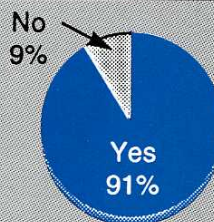


## Course of Instruction Survey Results

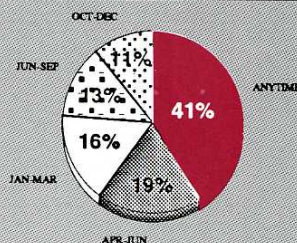
1. Can you attend CG Reserve Course of Instruction more than two weeks per year?



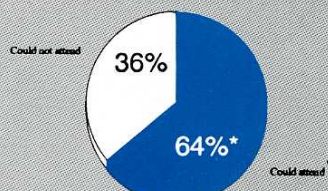
2. Could you attend a COI scheduled in several parts per session during one calendar year?



3. What period of time can you attend a COI?



4. CPOs only — Does your employment situation allow you to attend a six-week CPO Academy COI?



\* This was actually 57% but four CPOs qualified their no response.





U.S. Department of Transportation

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**United States Coast Guard**  
**2100 Second St. S.W.**  
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